

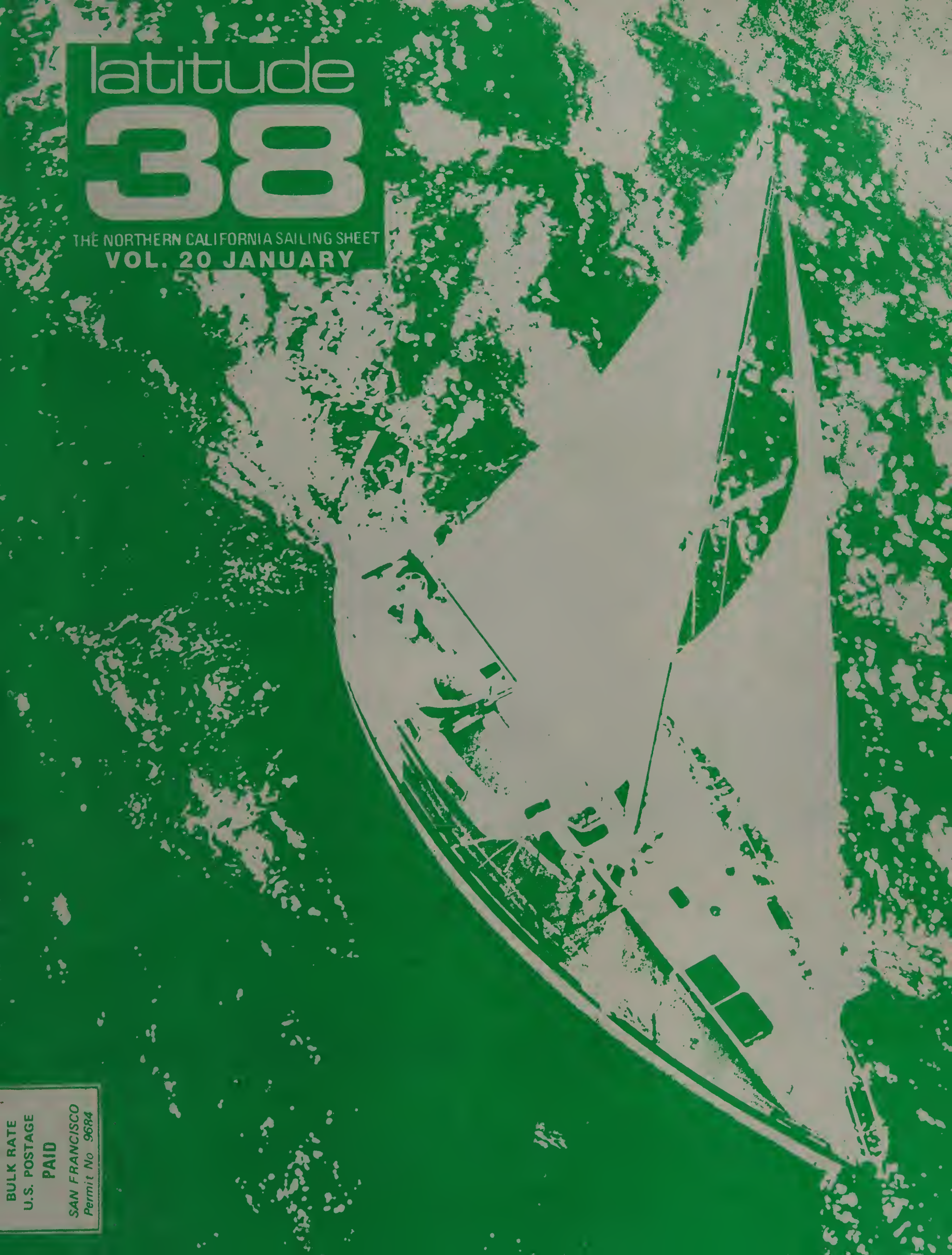
latitude 38

THE NORTHERN CALIFORNIA SAILING SHEET
VOL. 20 JANUARY

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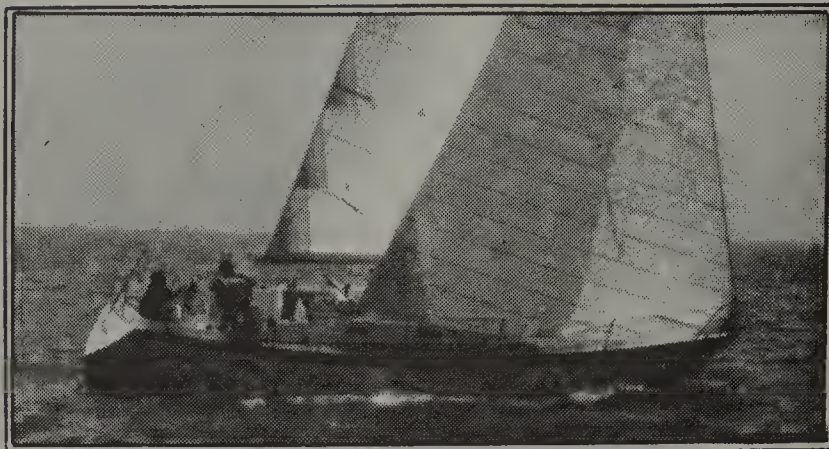
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TARTAN 37

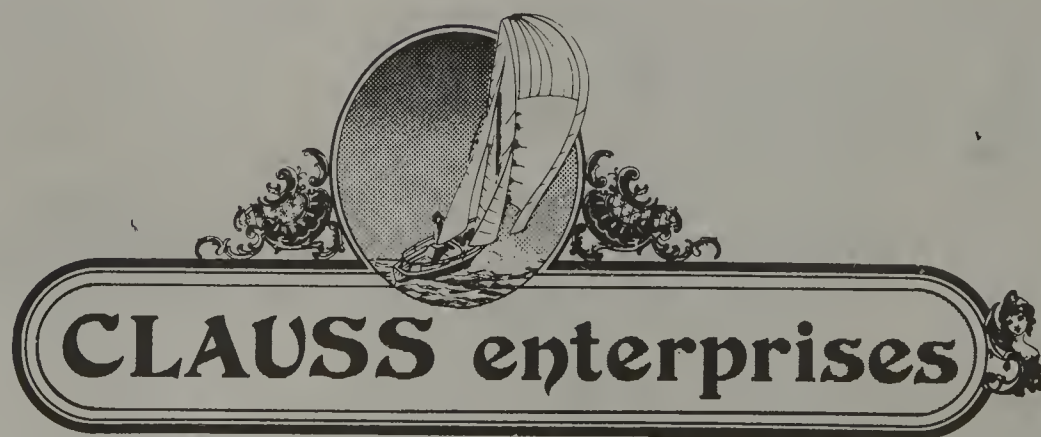
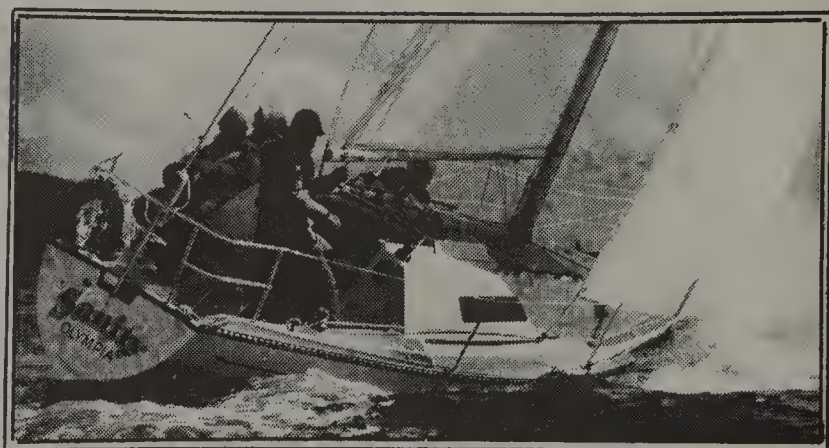
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RICHARDS and van HEECKEREN GOES DINGHY

Richard Gee is a pretty good sailor, who is not too well known. His relative obscurity in the sailing world is probably because he does not blow his own horn.

Richard is quiet, reserved and methodical. He set his sight on the Flying Junior Nationals. Preparation was the foundation of his effort. It started a year earlier, when Richard got together with Ron Stewart, the brains behind Sailnetics, to build him a boat to specifications. About that time he also contacted Richards and van Heeckeren, to see if we were interested in developing a sail to his personal requirements and the regatta site.

We worked long and hard with Richard. His sail requirements were somewhat different than yours might be, because his sailing technique is somewhat different than yours will be. We are accustomed to these differences. We build custom sails for individual sailors. No two boats are tuned alike.

The result is history. Richard Gee won the FJ Nationals in a hard series at Huntington Lake. When the going got tough, he had what it took to do the job. Nothing was left to chance in the preparation, and that extra effort proved to have been well worth it.

The sailing world still hardly knows who Richard Gee is, because he still is quiet and reserved, and he still doesn't blow his own horn.

We know that the other FJ sailors who went to the Nationals know who Richard Gee is, because they have been talking to us.

You see, the FJ Worlds are coming up on San Francisco Bay next year, and the serious FJ people have learned a lesson from Richard.



Photo by Wheeler Edwards

Richard Gee, winner of the 1978 FJ Nationals*



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Richards and van Heeckeren

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*Powered by Pineapples

SEIDELMANN 299

SEIDELMANN 299 . . . designed for performance/cruising without compromise. S-299 is about as complete a sailboat as you can buy, with a list of standard items the others carry as options.

The SEIDELMANN 299 sleeps six in comfort on thickly padded berth cushions. Standard items range from hot and cold pressure water, shower, complete galley, enclosed head and teak and holly sole.

As a performer, SEIDELMANN 299 is at the top of her class! Her 420 square feet of sail easily propels her sleek hull to impressive speeds. Overall length is 29' 11" with an 11' beam. She displaces 8,000 lbs. and comes in shoal draft or deep keel configuration.

SEIDELMANN 299 . . .

the all new performance/cruiser without compromise!



SPECIFICATIONS:

Length 29' 11"
Beam 11'
LWL 24' (approx.)
Deep Keel 5' 5"
Shoal Keel 4' 5"
Displacement 8000 lbs.
Sail Area 420 sq. ft.

\$26,900

**plus tax and
commissioning**

STANDARD EQUIPMENT:

12 hp Yanmar Diesel (horizontal)

Interior:

Five berths including quarter berth (2 convert to doubles)

Four inch Herculon covered berth cushions

Filler cushion for forepeak berths

Fabric covered hull and headliner

Fold-away table

110 volt shore power

Galley including:

stainless steel sink

pressure hot and cold water

2-burner gimballed alcohol stove with cutting board top

top loading ice box
dishlocker

Head including:

lavatory

sink with hot and cold pressure water
shower

Teak overhead handrails in main cabin

Teak and holly sole

Exterior:

Pulpit

Double lifelines

Sternrail

Swimming ladder

Top loading (deck) anchor well

Aluminum (anodized or painted) mast
and boom

Internal halyards

Halyard winch

Two genoa winches (2 speed)

Dacron running rigging

Main and working jib

Jiffy reefing and hardware

Mainsheet

Traveler and control hardware

Inboard genoa track

Slotted aluminum toerail

Teak cabin top handrails

Navigation lights

Masthead anchor light

Teak hatches with 1/2" translucent

plexiglass (main and forward)

Teak ventilation hatch with translucent

plexiglass over main cabin

Adjustable topping lift

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1979 SPRING SEMINAR SERIES

Get the most out of cruising or racing! Come hear Jim DeWitt share a lifetime of experience in and around sailboats.

You've tasted the excitement of sailing — now learn its refinements.

Two series are scheduled — one for sailing enthusiasts in general, the other for racers.

1ST

SERIES 1: SAILING TIPS THAT SAVE MONEY AND INCREASE YOUR BOATING PLEASURE

Each session takes place on Tuesday evenings throughout February. Classes are held for 2½ hrs., 7:30 to 10:00 p.m., at DeWitt Sails' Point Richmond loft. Two guest speakers are scheduled: Jocelyn Nash and Bill Kimley. They both have many years of sailing experience and are experts in their topic areas.

Session 1 (Feb. 6): KNOW YOUR BOAT

Tuning the rig for safety and power - Weather helm; What it is, how to control it - Sailmaking Afloat: Traveler, boom vang, fairlead and other adjustments to get the most out of your boat. *Speaker: Jim DeWitt*

Session 2 (Feb. 13): SAILS: CARE, USES, and SPECIAL EQUIPMENT

Sail inventories: Getting the most for your money - Care and construction of sails - Reefing systems, luff support systems, club jibs: What are they, are they right for you? *Speaker: Jocelyn Nash*

Session 3 (Feb. 20): NAVIGATION-BOAT MAINTENANCE-MOORING, and ANCHORING SYSTEMS

Tide tables and charts - Rules of the Road - Mooring, Docking and Anchoring Techniques - Hull and Hardware Maintenance. *Speaker: Bill Kimley*

Session 4 (Feb. 27): SAFETY AFLOAT-MARINE RADIOS and ELECTRONICS

Picking up a person overboard - Hypothermia - First-aid onboard - Survival in different sea and weather conditions - Marine radios and other electronics. *Speaker: Bill Kimley*

Cost: \$15 per session, \$48 for the whole series. Group rates available, please see below.

2ND

SERIES 2: RACING: IT'S ALL IN HOW WELL YOU PLAY THE GAME!

Each of the three sessions in this series has two parts, A and B. these will take place on consecutive Thursday evenings in February and March. The time: 7:30 - 10:00 p.m. Place: DeWitt Sails.

Session 1 (Part A, Feb. 22; Part B, Mar. 1): THE RULES

An in-depth study of the basic definitions and racing rules, and U.S.Y.R.U. appeals.

Session 2 (Part A, Mar. 8; Part B, Mar. 15): TACTICS AND STRATEGY

Winning strategies that account for currents, bending and shifting winds, and other conditions you experience on the race course - Tactical maneuvers at starts, mark roundings, on upwind and downwind legs, and at finishes - Tips on how to get the competition to do what you want them to do!

Session 3 (Part A, Mar. 22; Part B, Mar. 29): BOAT SPEED

Power-tuning your rig - Adjusting your sails for speed in different conditions - Go-fast steering techniques for upwind, downwind, or reaching legs - Setting up your boat to win!

Cost: \$30 per session, \$72 for the whole series. Group rates available, please see below. (Cost per session includes attendance at both Parts A and B, for a total of two evenings, five hours of class time. At a reduced rate per session, you may sign up for all three sessions—six evenings, or 15 hours of class time.)

Seminar location: DeWitt Sails, 1230 Brickyard Cove, Rd., Pt. Richmond, CA 94801, 234-4334

Time for each evening session: 7:30 to 10:00 p.m.

Group rates: For 2 or 3 people, 10% off. For 4 or more, 15% off.

Space is limited, so please, sign up early!

DEWITT SAILS' 1979 SAILING SEMINARS

Name _____ Phone (day) _____ (eve) _____

Address _____ Zip _____

SERIES 1: SAILING TIPS

I would like to attend:

_____ All sessions in Series 1.
(Please enclose \$48 less group discounts)

_____ Session(s) _____
(Please enclose \$15/session less group discounts)

There are _____ people in my group. The total amount I have enclosed to reserve space is \$ _____

Thank You! Your check is your receipt.

SERIES 2: RACING

I would like to attend:

_____ All sessions in Series 2.
(Please enclose \$72 less group discounts)

_____ Session(s) _____
(Please enclose \$15/session less group discounts)



dewitt sails

Clipper Sails

2415 Mariner Square
Alameda, CA 94501
(415) 522-6800



SPECIFICATIONS

LOA	37'0"
LWL	32'0"
Beam	11'10"
Draft	4'9"
Displacement	19,500 lbs.
Ballast	8,000 lbs.
Sail Area—Sloop	814 sq. ft.
Fresh Water Capacity	80 gal. *
Fuel Capacity	30 gal. *
Designer	V. S. Lazzara

*Usable capacities will be slightly less than measured capacities.

37' — Sold Out Through February '79



PRELIMINARY SPECIFICATIONS

LOA	47'0"
LWL	41'10"
Beam	14'2"
Draft	5'6"
Displacement at LWL	38,000 lbs.
Ballast (lead)	11,500 lbs.
Sail Area (sloop, approx.)	825 sq. ft.
Fresh Water Capacity	300 gal. *
Fuel Capacity	186 gal. *

*Usable capacities will be slightly less than measured capacities.

47' SAILMASTER — Sold Out Through March '79

Introduced Oct. 2 and sold in advance of arrival of our first boat



SPECIFICATIONS

LOA	50'0"
LWL	39'8"
Beam	13'8"
Draft	8'0"
Displacement	35,000 lbs.
Ballast	10,500 lbs.
Sail Area—Sloop	895 sq. ft.
Ketch	983 sq. ft.
Fresh Water Capacity	210 gal. *
Fuel Capacity	100 gal. *
Designer	V. S. Lazzara

50' MARK II — Sold Out Through July '79

Ten sailing San Francisco Bay — only two left for '79 delivery

Dear Buyer:

Have you wondered why with Gulf Star Yachts it is necessary to plan ahead or wait, even though Gulf Star is the largest non-conglomerate builder in the United States. I am sure you have come to the realization that the buying public have created the shortage. The yacht buyers are no group of dummies. Most buyers purchasing this size yacht have owned at least two boats and know exactly what they are looking for in a quality yacht. Sound construction is #one on their list, a beautifully finished boat that they can be proud of is also important. It stands to reason that this experienced boatman is not going to buy a poor performing boat.

If you as a buyer succumb to buying for a quick delivery, the old adage may apply, "Buy in haste, repent in leisure".

Another important aspect of the buying decision is resale. What do you think resale will be like on a Gulf Star that you have to wait for now? Enough said?

THE CLIPPER TEAM,

Mike Wiest, Ray Shephard, David Fugere

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IN THE ★ 1978

STAR WORLDS

THIS
RACING
COMPASS

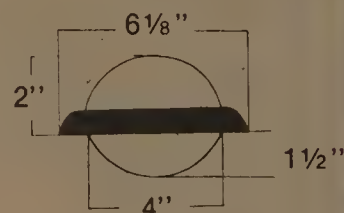


SILVA WINDFINDER

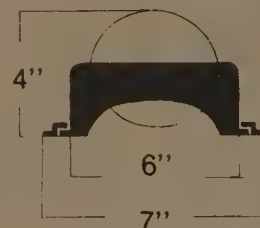
was used on the winning boat
in 5 races of 6

The WINDFINDER tactical system (Pat. Pending) gives
INSTANT, EXACT INFORMATION on what the wind is
doing — without headscratching.

(102 PR) Permanent flush deck
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side (twin compasses) deck
mounting.



(102 RB) Deck bracket mount-
ing with sockets for quick re-
moval. Ideal for Lasers (cun-
ningham passes under the
sphere) and other dinghies.



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Sails that also provide pride and pleasure in the appreciation of their craftsmanship.

We use hand-sewn and leathered rings, hand-sewn slides and plenty of reinforcements at the points of stress, together with soft dacron sailcloth and modern taped luff construction to provide a sail that combines the best materials and construction techniques of new and old for a truly excellent sail of traditional lasting quality and ability.

Cruising the Bay or cruising the World, we'll be glad to discuss your needs at our loft or on your boat.

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CALENDAR

- 7** january
mid-winters — golden gate yc
- 11** january
congressional cup sailoffs
— san francisco yc
- 12** january
sports and boat show — cow palace
- 13** january
mid-winters — metropolitan
- 27** january
mid-winters — sausalito cruising club
- 27** january
sorc — "imp" returns to florida
- 28** january
mid-winters — corinthian
- 3** february
puerta vallarta race
— starts at marina del rey
- 4** february
mid-winters — golden gate yc
- 30** june
transpac — is this your year to win?

latitude
38

Richard Spindler - Editor & Publisher
Kathy McCarthy - Advertising Manager

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The Northern California Sailing Sheet



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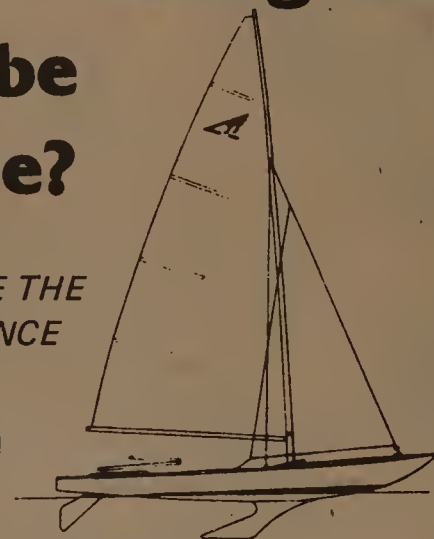
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CAPRIS AND NEPTUNES**

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Jan. 12-21.**

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1531 Third Avenue 935-6844

**Must yacht racing on
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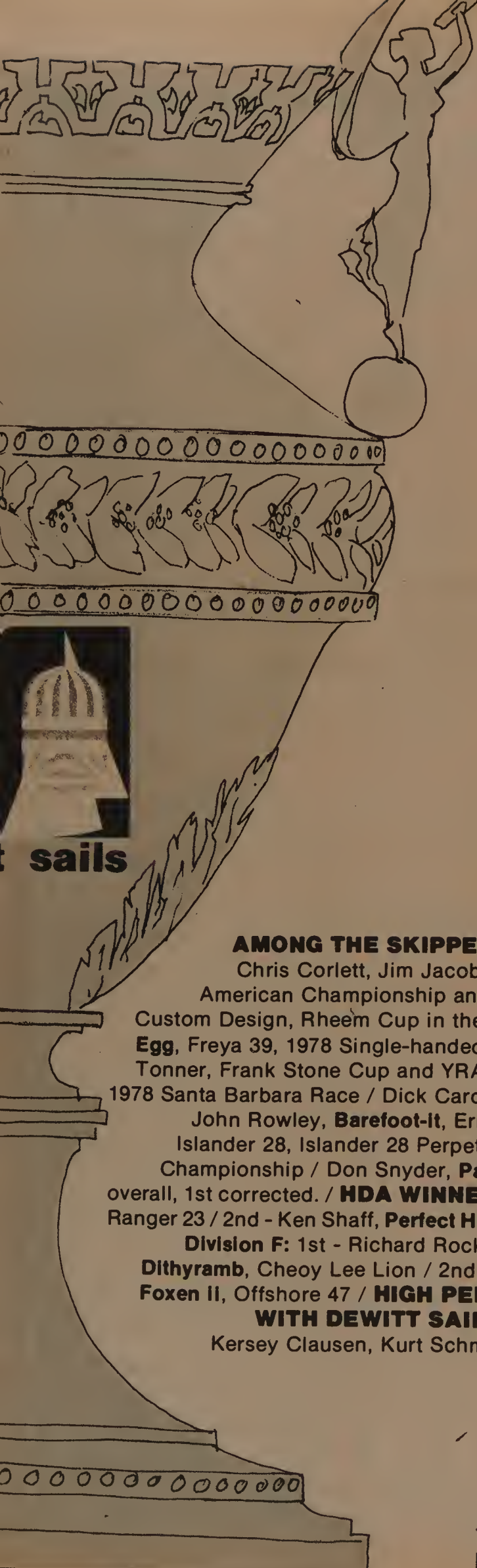
SPECIFICATIONS

LOA 20'	SAIL AREA:
LWL 15'	MAIN: 100 sq. ft.
BEAM 5'	JIB: 50 sq. ft.
DRAFT 2'6"	SPINN: 150 sq. ft.
DISP. 700 lb.	

Come and join us on a Flying Fifteen and find out
what a 'screaming reach' is all about.

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dewitt sails win BIG . . .

on **Oooh No!**, 1978 Half-ton North American Champion, **Lois Lane**, winner of the Rheem Cup, and **Moonshadow**, 1978 YRA IORDA Champion and winner of the 1978 Frank Stone Cup.

Five of the eleven 1978 HDA Division seasons championships were powered by DeWitt Sails, as were six in the YRA One-Design classes.

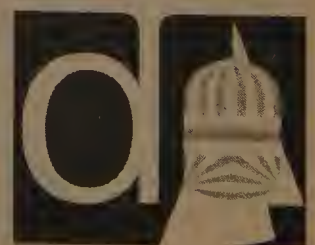
Among the SYRA and SBRA champions with our sails: Santana 20's, Bear Boats, Cal 2-27, Islander 28's, Ericson 27's, 5-0-5's, Fireballs, and International 14's.

Let the skippers of these winning boats tell you about the quality and service we offer at DeWitt Sails. Or look for our sails in your area and judge the quality for yourself.

AMONG THE SKIPPERS HAVING FUN COMING IN FIRST WITH DEWITT SAILS—

Chris Corlett, Jim Jacobitz, Bill Carter, **Oooh No!**, Peterson Half-tonner, 1978 Half-ton North American Championship and Jim Ong Ocean Triangle Race / Bill Erkelens, **Lois Lane**, 40' Wylie Custom Design, Rheem Cup in the 1978 St. Francis Yacht Club Big Boat Series / Jim Gannon, **Golden Egg**, Freya 39, 1978 Single-handed Transpac (Big Boat Division) / Roger Hall, **Moonshadow**, Wylie 3/4 Tonner, Frank Stone Cup and YRA IORDA (Division C) / Jack Gordon, **Flying Squirrel**, Santa Cruz 33, 1978 Santa Barbara Race / Dick Cardoza, **Quente**, Cal 29, 1978 Season's Championship, Cal Invitational / John Rowley, **Barefoot-It**, Ericson 27, Ericson 27 Regional Championship / Roy Raphael, **Raffles**, Islander 28, Islander 28 Perpetual / Dan Woolery, **Mandella**, Islander 28, 1978 Islander 28 Season's Championship / Don Snyder, **Pacific High**, Olson 30, 1978 Santa Cruz Ocean Race (S.C.O.R.E.), 1st overall, 1st corrected. / **HDA WINNERS WITH DEWITT SAILS:** Division P: 1st - David Hoard, **Cayenne**, Ranger 23 / 2nd - Ken Shaff, **Perfect High**, Nightengale / Division X: 1st - Rich Wilson, **Slizzler**, North Star 727 / Division F: 1st - Richard Rockwell, **Wandering Star**, Hinkley Pilot 35 / Division F: 1st - Fred Feied, **Dithyramb**, Cheoy Lee Lion / 2nd - J.V. Gilmore, **Arcturus**, Bristol 33 / Division K: 1st - Cal Hagstrom, **Foxen II**, Offshore 47 / **HIGH PERFORMANCE SMALL BOAT 1978 SEASON'S CHAMPIONS WITH DEWITT SAILS:** Bruce Powell, George Pedrick, 5-0-5's / John Marion, **Fireballs** / Kersey Clausen, Kurt Schmidt, **International 14's** / **ALSO:** in El Toros (O Division), Walt Smith

1230 BRICKYARD COVE ROAD
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dewitt sails

LETTERS

Latitude 38,

Help please! I'm trying to reach Diane Beeston (no listing in S.F. phone book). I am considering one of her photos/murals for a Christmas gift for my husband (I purchased two of her pictures — of my husband's boat — 15 years ago as a gift for Christmas, and he really loves them!).

Any assistance you can give me will be greatly appreciated.

Our entire family — husband, two teenagers, and this writer — look forward each month to seeing your publication — it sure isn't Rudder — thank goodness!

Happy holidays to all, and thanks for your help.

Anita Leiske

Anita — Perhaps we could interest you in a photomural for an after-Christmas gift for your husband. If so, you may reach Diane or her answering machine at 931-8622. If you've got a thing against talking to a machine, you may write Diane at 2808 Clay St. in San Francisco, 94115.

If we may put in a plug for Diane — without whom we'd be in bad shape — why not pick up a copy of her 1979 Sailing Calendar at your local chandelery.

Latitude 38,

As an avid reader of your great sailing sheet, I would very much enjoy reading an article on the one and only Diane Beeston (mystery woman). Who is she, what is she, where did and how did she start? Does she sail — I see her cruising on a power boat! I know this is for better pics however.

Her photos are always great, and I think people would be interested in knowing some background on this artist and fellow sailor.

I look forward to reading my Latitude 38 each month and can't wait for the "Bomber" issue in January!

Merry Merry,
Nancy Aurley

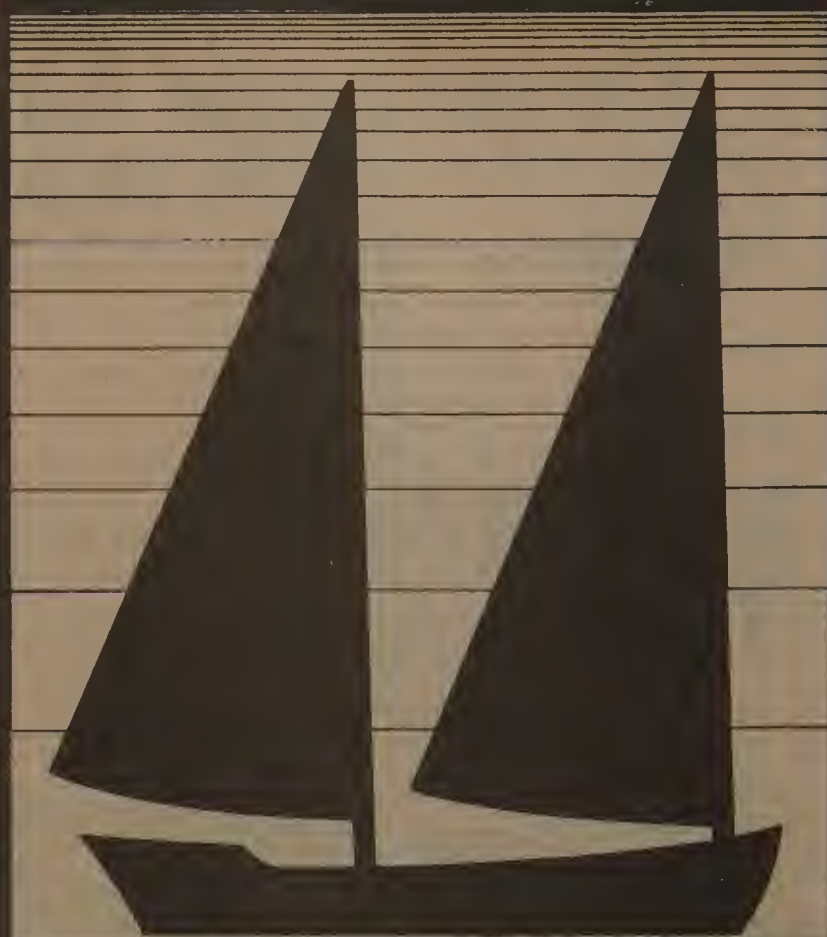
Merry Nancy — You and Anita aren't working with Diane to do a "flim-flam" on the old Latitude, are you? We'll find out about it if you are, you know!

Nancy, you may or may not know that February will bring forth Latitude 38's "Women's Issue", and at this very moment we are in the process of twisting Diane's arm very hard until she agrees to answer the questions you've asked: "Who is she, what is she, where did and how did she start?" Etc. February 1st you'll be able to see if we were able to twist her arm far enough.

Finally we'd like to thank you for your kind comments about the "sailing sheets", but suggest that you drop it right now. Afterall, this is the "bomber" issue and it goes off after the next line.

This is the next line.

The bomber issue was a dud.



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PY 26



PACESHIP PY 26 from \$17,495

The PY 26 is a family cruiser with no compromises. In fact it is the roomiest 26' afloat with cabin space that matches most 29 footers. Designed by C. Raymond Hunt the light displacement PY 26 became the boat to catch in this year's MORC competition.

For the cruising family the PY 26 accommodates five in two separate cabins. A large L-shaped galley contains plenty of storage, cabinets and trim are natural teak, and the large dinette table is hinged from the main bulkhead.

Diesel auxiliary, foredeck anchor well, pulpits and lifelines, anodized spars, two opening ports, and a long list of standard and optional gear make the PY 26 a sound investment. A new choice of hull colors allows your mate to be both an interior and exterior decorator.

NEW ARRIVALS

from

AMF Paceship®

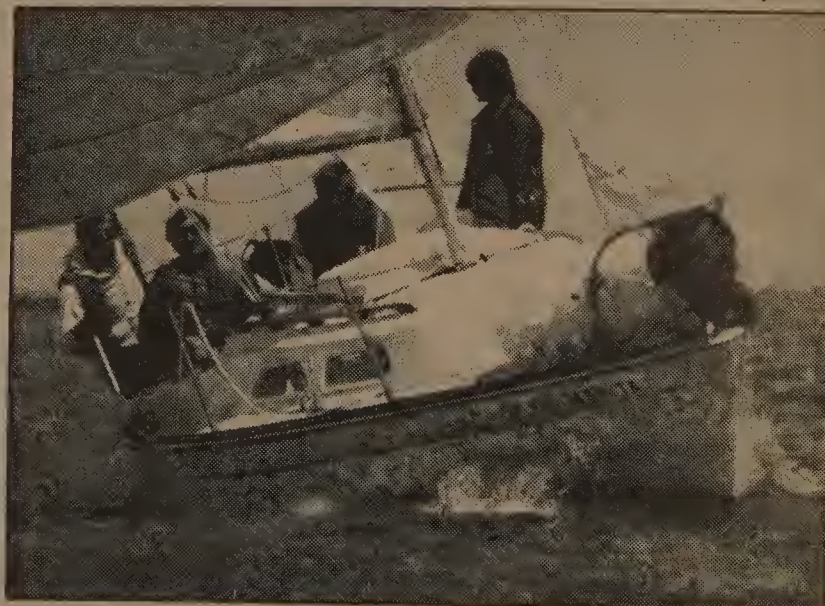
PACESHIP PY 23 from \$9,595

The PY 23 as the PY 26 is a quality handcrafted yacht with hull and deck completely hand laid fiberglass using combinations of matt, roving and balsa core for the greatest strength and durability without excess weight.

The pleasures of sailing are meant to be shared so there is enough room for family and friends. A large self-draining cockpit, which is more than adequate for four, while down below she is planned to give the same four a home away from home in style.

Four large berths, with a sliding teak door between cabins for privacy and the whole cabin interior is finished in a blend of bright decorator fabrics and warm rich teak. With the optional galley unit she will sail you away for a week in style.

The PY 23 also designed by Hunt is making a racing name for herself. She can rate for quarter ton and does well under MORC and was the choice for the Mallory Cup—U.S. Sailing Championships.



PY 23

Come on over to Kermit Parker Yacht Brokerage to see the new quality built yachts from AMF Paceship.

LETTERS

Latitude 38,

I don't know how many sailing magazines you've read, but I seem to be drawn to everyone published! I read all the "adventures at sea" articles. I am thrilled, frightened and challenged by the authors. I read about what food to take, how to package it, store it and what to do if it molds. I have even started to collect articles on rigging, anchors, VHF radios and what to put in the emergency medical kit. Then I sit back and realize we are only weekend sailors on San Francisco Bay and sometimes it takes a lot of coaxing to get me to face a blustery day on the bay. How could I ever go on a cruise?

If there are others out there who feel as I do, I know you'll understand. I really love to sail but at the same time I'm deathly afraid of it.

I decided to write this in hopes that some of you other wives might not feel you're the only frightened but willing gals on the water. I'm fortunate in so far as my husband is very patient, he gradually increases my sailing range without telling me ahead of time where we're going. I have this awful fear of crossing from Treasure Island to Angel Island. My heart is in my throat and my feet are braced against the cockpit sides all the way. Sometimes I go below and read someone's harrowing experience on the Indian Ocean as a diversion during the crossing.

The day my husband decided it was time to add that area to my log of accomplishments, he just headed for Angel Island with the offer of cocktails and lunch in Tiburon. That was a "big" decision, how could I refuse. That's when I discovered diversionary plans of my own.

It's taken quite a long time, but I'm less fearful each new adventure. I even find myself giving encouragement to our guests aboard when I notice white knuckles appearing on their hands as we begin to reach that 45-degree angle to the water.

Keep hope, those of you members in the "fearful but willing" club. It gets easier, and you feel less panic as time passes, just remember you're not alone.

Marge Kennedy
Richmond

Marge — Have you ever stopped to think why men guzzle so much beer while they're sailing? It's not because they're thirsty.

Latitude 38,

I'm wasting away in Latitude 9 for a few years, but I like to know what's happening in Latitude 38. Regular postage should do it, if not, I'll cough up the diff.

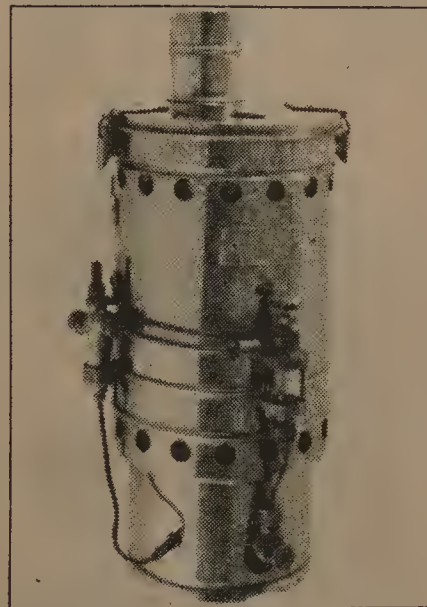
Sam Hartshorn
Margarita, Canal Zone

Latitude 38,

In the July issue, Marilyn Yolles made the interesting obser-

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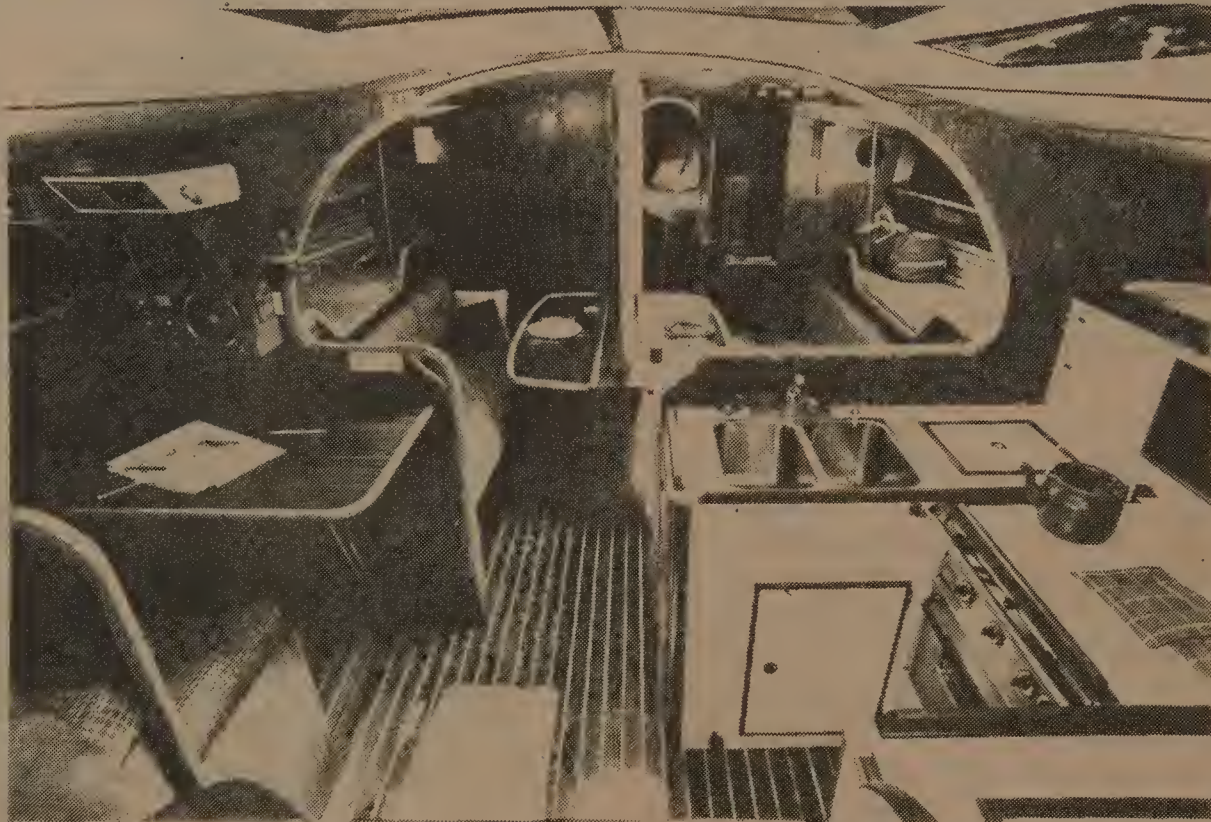
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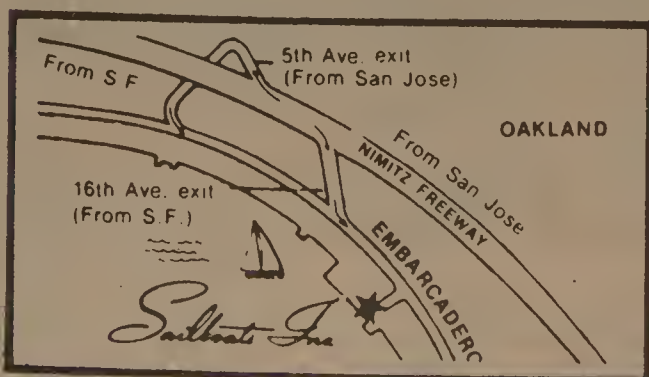
What you're looking at is the interior of the new Pearson 40. That's right . . . Pearson! Bet you thought it was one of those expensive, European, custom jobs. Don't worry, the satin-varnished African mahogany with laminated ash moldings and teak and holly sole fools everybody. They think Pearson builds good, strong sailboats with Plain Jane interiors. The "good, strong" part is a matter of public record. The interiors? You be the judge. See her at the San Francisco Sports and Boat Show Booth 1303, January 12th through 21st.

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LETTERS

vation that of ten superb sailors, ten are men and nine have blue eyes. I had hoped to see a little follow-up on this phenomenon, but she has apparently been diverted to more serious lines of inquiry.

The enclosed clipping from today's paper indicates that that same characteristic was true of famous Old West gunfighters. With this corroborating evidence in hand, perhaps you could pursue further this amazing discovery.

Blond hair and blue or gray eyes, that's what most of the famous Old West gunfighters had in common, according to the historians. And the characteristics held both in outlaws and peace officers. Jesse and Frank James. The Dalton brothers. The Younger brothers. Billy the Kid. Wyatt Earp. Wild Bill Hickok. Doc Holliday. Some observers have induced therefore that fair-haired men with light eyes tend to be dangerous, if crossed.

My own eyes, incidentally (although usually described rather lyrically by those in a position to do so), to reduce them to statistics are about half blue and half brown. I have never claimed to be better than half-superb, but it appears that I am doomed to stay there.

Alan S. Rutherford
Seattle, Washington

P.S. Am I safe in sending this letter to a San Francisco-area publication? The last thing in the world I'm interested in is men with blue eyes, but I do not believe science should be stayed in its quest for eternal truth.

Alan Rutherford is an IOR measurer in Seattle, and it was he who made the interview with designer Bob Perry that appears on page 64 of this issue. Alan was the second 'big boat' to finish in the singlehanded TransPac with "Quest", his Cal 40.

This is for you, Jean Leland

On September 24th last year, a 34-foot powerboat and a 23-foot sailboat collided just northwest of Alcatraz. As a result of the impact both boats eventually sank. That evening, according to reader Jean Leland, the skipper of the powerboat got on the Channel 5 Evening News and "made an impassioned speech for the TV cameras about how there ought to be more regulation of people operating boats, the implication being that the sailboat skipper had been at fault."

Jean asked us if we could find out more about the incident, and with the help of the Coast Guard we did.

The sailboat involved was the 23' wood sloop, "Nimble", owned by Joseph Bambara of San Francisco. Also on board that day were Dennis Holton and Judy Stein. Just prior to the accident Nimble had been sailing on a starboard tack in a southwest direction, 1/2 mile north of Alcatraz. Winds were 5 to

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LWL	23'6"	Ballast	2,500 lbs.
Beam	8'	Draft	3'6"

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LETTERS

10 knots out of the northwest, the water was calm and visibility excellent. It was about 4:00 in the afternoon.

The powerboat involved was the "HMS Pretence", a 34-foot cabin cruiser owned and operated by a Norman Woodruff of San Francisco. He was accompanied by Richard Michaels and William Kapla. Pretence was heading northwest toward Sausalito at a speed of 20 knots just before contact.

Nimble's bow was badly damaged upon contact and she was dismasted. The falling spar and rig broke Holton's nose and gave Bambara a broken finger. The crew on Nimble donned lifejackets and an attempt was made to start the engine. Some twenty minutes after the collision Nimble sank; the three crewmembers all entered the water but were immediately picked up in good condition by CG vessel 41368 from Fort Point.

"HMS Pretence" had been badly damaged just forward of midships on her starboard side, the major problem being a 2' by 3' hole at the waterline. Nobody on Pretence was injured, but they did put out a MAY DAY and don lifejackets. Coast Guard Auxiliary vessel "Alter Ego" arrived and attempted to "dewater" Pretence and was later assisted in the effort by two Coast Guard vessels and the Richmond Police Department's "Blue Knight". Despite being pumped at the rate of 500 gallons per minute, Pretence sank before she could be beached at Aquatic Park. The Coast Guard later concluded that "The HMS Pretence sank because of the total lack of watertight integrity on board."

Exactly what transpired in the seconds before impact was not in the Coast Guard report, but they did conclude: "The cause of the casualty was the failure of the C/C HMS PRETENCE to keep out of the way of the S/V NIMBLE as required by Articles 20 and 22 of the "Inland Rules of the Road". (33 USC 205, 207, and 208)."

[Article 20 reads: "When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel. This rule shall not give the sailing vessel the right to hamper, in a narrow channel, the safe passage of a steam vessel which can navigate only inside the channel."

[Article 22 reads: "Every vessel which is directed by these rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.]

The investigation recommended that "action be taken under Administrative Penalty Procedures against Norman E. Woodruff for possible violation of 33 USC 205, 207, and 208."

So Jean, if it indeed was Mr. Woodruff who made the impassioned speech on that Channel 5 News show, he could have only been making an indignant speech — not a righteously indignant speech. At least that would seem to be the case in view of the Coast Guard findings.

In fairness to the owner/operator of HMS Pretence, the Coast Guard concluded: "Visibility on the HMS PRETENCE was restricted due to the construction of the cabin."

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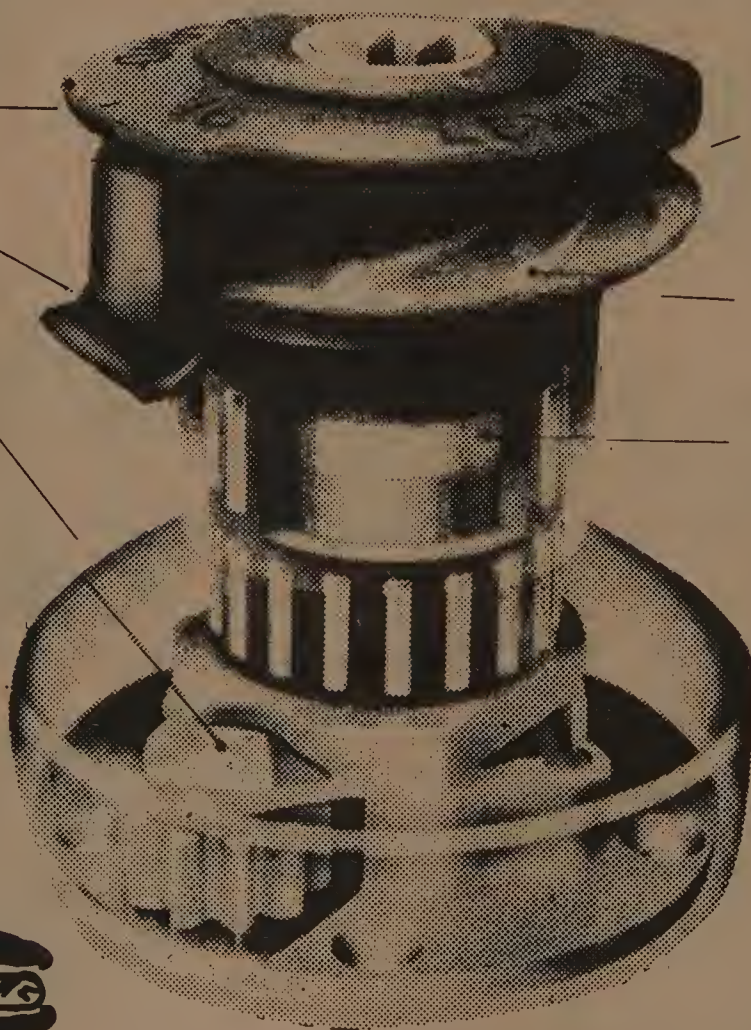
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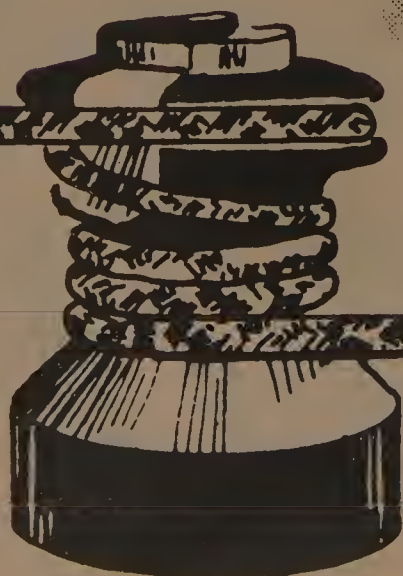
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We just got off the phone with Roger Hall, tracing a rumor that he has purchased a new Peterson Two Tonner. "You heard right," he told us. It's actually called a Serendipity 42, and Roger plans to race it in the Bay as well as in the Danforth Series. Current plans call for James Wagenheim to charter the as yet unnamed sloop for the TransPac — Wagenheim currently owns a Peterson 34.

That's 1979. In 1980 Roger hopes to have a go at the SORC.

Stan Reisch's Peterson Two Tonner "Leading Lady" is very similar to the Hall's new boat, both featuring the new wider sterns that Peterson is designing for better control downwind. Since the two boats will be using sails from different lofts, it could be an especially spirited battle all season long.

Roger wondered if we had heard that Chris Corlett had been elected Vice-President of IOR this year. Naturally we hadn't, nor had we known Ray Pengry became Secretary/Treasurer or that Derrick Baylis was continuing as measurer. The crowning flub was when Roger had to coax us to ask who was President, which he of course is.

IOR racing has suffered locally in recent years from the growing popularity of PHRF and from the mercurial fluctuations in the status of the IOR rule. What was planned to get the local IOR fleet back in a healthy condition?

Here are some of the things that Roger cited: Increased fraternalism, meaning there will be more non-competitive get-togethers for the owners and crews during the year. At least four luncheons are planned at different yacht clubs, featuring top-notch presentations that will be of interest to all racers. In addition to the Frank Stone Cup, there will be another 2-Day regatta scheduled. Also attempts will be made to increase media coverage both locally and internationally. (Latitude 38 will be publishing more race results, and various members of IOR boats have volunteered to write a monthly column to make sure worthwhile information gets outside its usual small circle of friends.) As a final measure, attempts will be made to develop crew lists so that qualified local and out-of-area crew will get the opportunity to get out on the hottest boats. This should also prevent as many situations that have happened in the past where boats have remained at the dock for the last of the crew.

If you're interested in crewing, there will be an information form for you to fill out in an upcoming issue of Latitude 38. If you fill it out and send it to the YRA office, it will be distributed to skippers looking for crew.

We had hoped to have Gary Mull write "A Dummy's Guide To The 1979 IOR Mark IIIa", but when his secretary volunteered Gary for the job he was out of town and out of time. Hopefully we'll have that next month. Roger has observed that while the new IIIa rule is not like the provisional rule, it still penalizes light boats with large sail plans and is generous to older boats. Look in the "Sightings" section of this issue for some representative changes in ratings from last year.

Next month, IOR President Roger Hall writes on why you should race IOR. — latitude 38

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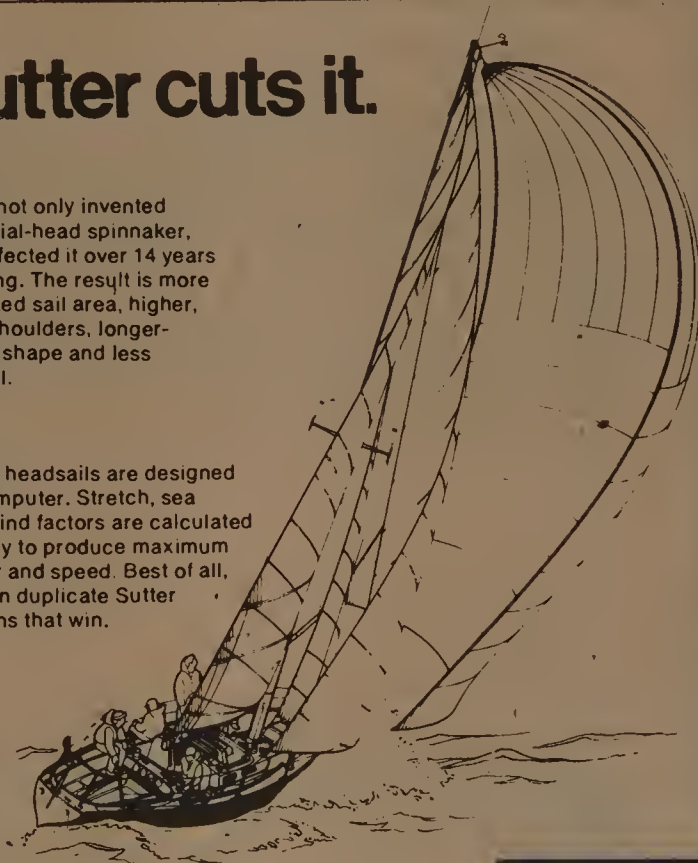
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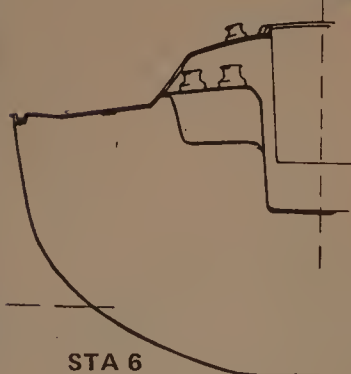
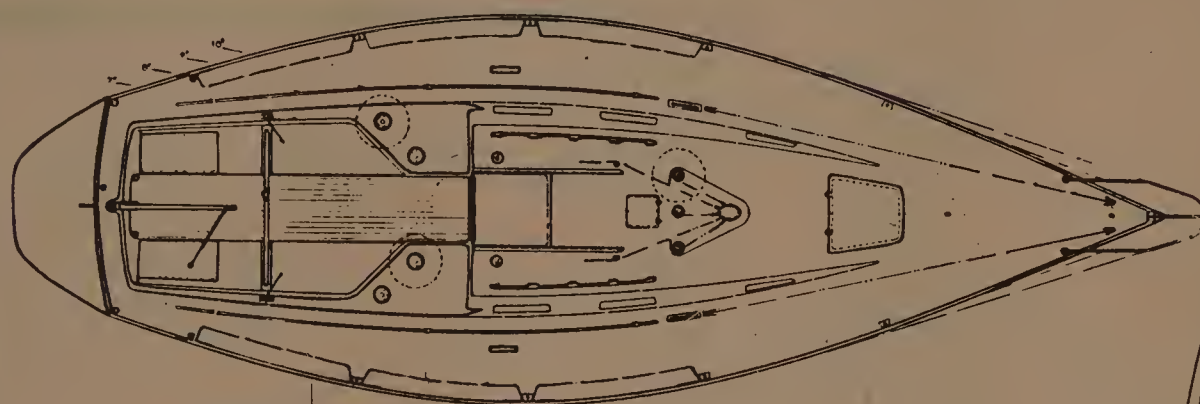
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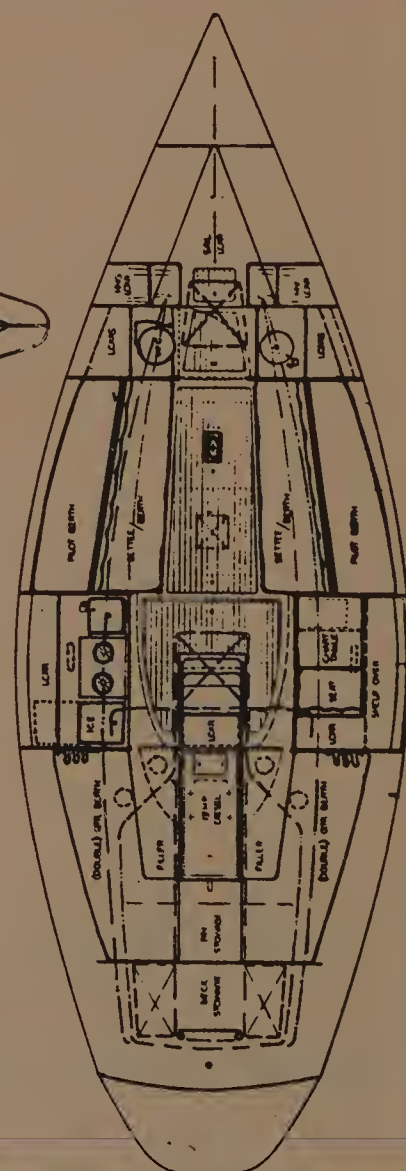
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SAIL AREA	100% FA 550
I	39'
J	12.85'
P	42'
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COUNTESS

Thirteen months ago, during the early morning hours of December 18, the following VHF-16 transmission was made from the sloop "Countess": "This is the vessel Countess calling the ship off San Francisco right off the marina. You're headed bearing dead on us, you are, repeat, you are dead on us. Dead on us. You are 100 yards off our bow. Off our stern. Please veer. You are now veering to starboard. Oh Jesus." That was the last transmission made from the Countess, and Lou Albano and David Ellis were never seen again and are presumed drowned.

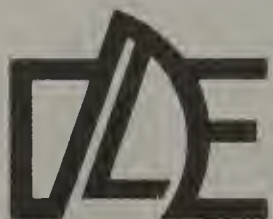
At that time some information was released, but not enough to answer the obvious question, why had the accident happened? If it was clear, why wasn't the Countess seen? Why didn't anyone respond to the suddenly terminated urgent transmission on channel 16? Why hadn't VTS seen the collision on their radar screen?

The Coast Guard has just completed their full investigation and has forwarded a copy of it to Latitude 38. Most of the questions have been answered satisfactorily, but it's still puzzling what happened to Albano and Ellis, for their bodies never turned up. This in fact, had been a source of consternation to the investigators, who, in the early stages of the investigation, harbored suspicions that the two were trying to 'get lost' or drop out of sight.

As briefly as possible, here is a short reconstruction of what happened according to the information gathered by the Coast Guard. Fifteen minutes before contact, Countess was making a southwesterly track at less than one half knot to a point 500 yards north of Blossom Rock Buoy. The Countess had no engine at the time, and the Hurricane class sloop's running lights were not functional.

The Main Express was heading for sea from the Oakland Bar Channel at 15 knots. She had her radar operating, but was not using it constantly due to the excellent visibility that night. As the Main Express passed under the Bay Bridge, her pilot checked the radar to establish range on the freighter Exxon Newark which was passing Angel Island southbound at 12 knots. At this time he saw two blips on the radar screen in the area of the Blossom Buoy; he interpreted the easternmost blip to be the buoy and the other blip to be a small craft of some kind. At that time the pilot believed the easternmost blip to be west of his intended track. The buoy and Exxon Newark were both visible at the time, but no visual could be made to correspond with the second small blip.

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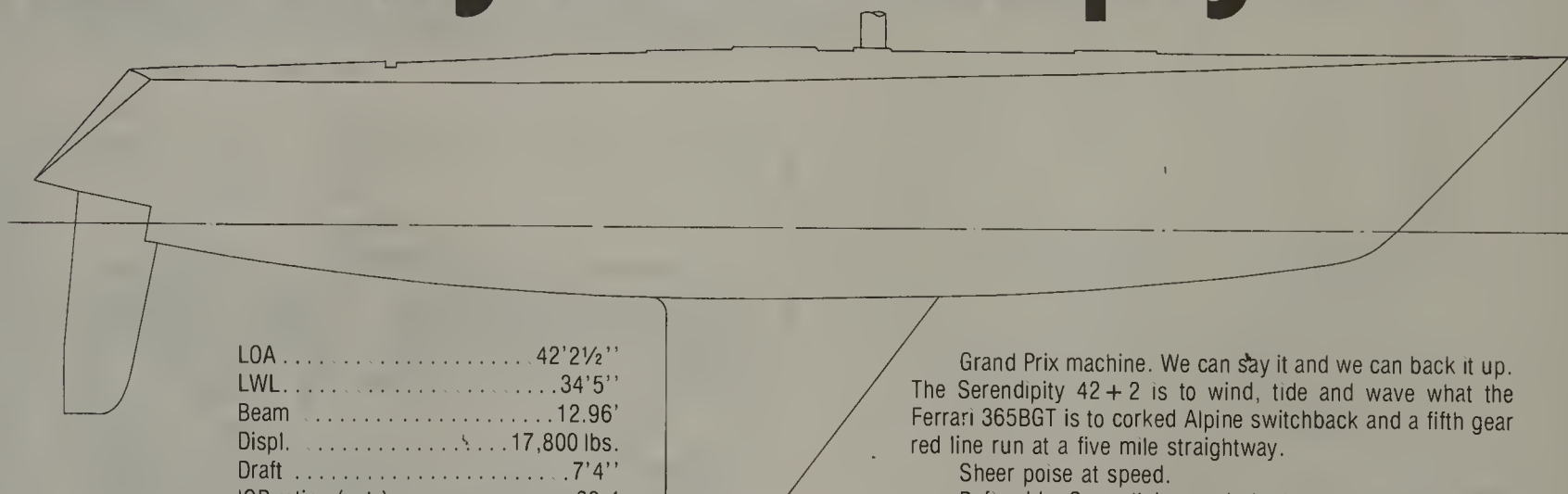
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Serendipity 34 'Mage Wind'
Photo by Diane Beeston

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Beam	12.96'
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Draft	7'4"
IOR rating (est.)	33.4
I	56
J	17.682
P	50
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COUNTESS

The following is taken directly from the Coast Guard Investigation:

8. At 0238 the lookout on the MAIN EXPRESS suddenly saw "a shadow" close aboard the port bow, followed immediately by "noises" of "banging and scratching". Seconds later he saw a "slightly lighted sail" passing down the port side of the MAIN EXPRESS. The lookout ran aft to the bridge, and on the way he heard "an angry voice" from the direction of the sail.

9. Seconds after the lookout heard "noises", the pilot "saw a sail pop out from behind the containers" stowed on number three hatch. He ran immediately out to the bridge wing and saw a sailboat passing down the port side about ten feet from MAIN EXPRESS (310 degrees True) with the mainsheet and jib set and drawing. The mast spreader lights illuminated the sail, but no running lights were showing. The pilot heard a "cry of indignation" that seemed to come from the sailboat, but he could not see if anyone was actually on the boat. Since the boat appeared to be sailing normally, the MAIN EXPRESS continued on her course.

10. About a minute after the lookout saw the sail moving aft (0240) he arrived on the bridge and told of the "noises". With that information the pilot and Master decided to turn back and see if everything was alright on the sailboat. The MAIN EXPRESS had by that time begun to turn to port around Alcatraz Island. The rudder was put hard over and the turn continued around Alcatraz.

11. At 0242 EXXON NEWARK informed the S.S. HILLYER BROWN, inbound from sea, of a small sailboat by Blossom Rock Buoy. Four minutes later EXXON NEWARK told Coast Guard Group, San Francisco, on VHF Channel 16 that a cry for help had been heard from the water near Blossom Rock.

By 0301 Coast Guard 41404 arrived at the scene and was later joined by another Coast Guard vessel, a tug and the water taxi "Hawk". Nobody was found in the water even though the search continued until noon the next day. When the Main Express came alongside the Countess, she found nobody aboard.

When the recovered Countess was inspected the next morning, the following damage was found: "The mainsail leech was torn about six feet from the head (about 30 feet above the waterline) and was smudged with what appeared to be rust; the backstay fitting was newly torn loose from the transom, and the backstay itself was stranded; the forestay fitting at the stem was bent slightly upward; the pulpit railing was bent slightly from starboard to port; small smudges of red paint were found on the railing and stem." The hull of the Countess was undamaged.

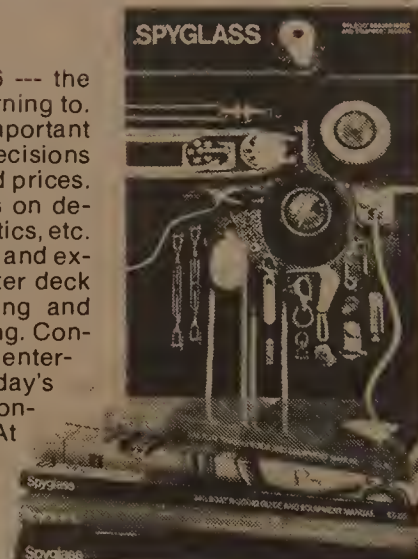
From these clues the Coast Guard determined that "it is evident that the backstay the mainsail of the Countess most likely contacted the anchor and tripping bar of the MAIN EXPRESS".

Why hadn't anyone reacted to the frantic transmission made by Countess on Channel 16?

"Although the transmission was heard by watchstander at VTS it was masked by a conversation on Channel 13 between VTS and S.S. HILLYER BROWN. Only the excited tone of the

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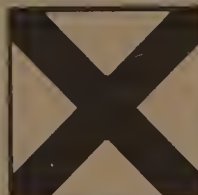


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HOOD vs. BRAND X

HOOD WINS — North American One Ton Championship: Scalawag wins the title, flying Hood Sails. Her sister ship, Mr. Jumba, wins SORC Class E with Hood Sails and then loses in North American Championship after being chartered and refitted with Brand X sails. Mr. Jumba with the Brand X home team finishes 11th.

HOOD WINS — World ½ Ton Championships 1977 and 1978. Competing in 1977 are three identical Farr designs: Gunboat Rangiriri with Hood Sails, Swuzzle Bubble and That's Life carrying Brand X sails. Gunboat Rangiriri makes a clean sweep, winning the world. That's Life with Brand X manages sixth place. Hood sails win again in 1978 on Waverider, the first yacht and Smokie Bear, the second yacht. Seven out of top ten use all Hood Sails.

HOOD WINS — North American J-24 title winner Charlie Scott sailing Smiles is one of two boats with Hood Sails. The other is sailed by Charlie's Brother Jim who finishes third in the 60 boat fleet. A lot of Brand X sails wind up in minor places.

HOOD WINS — North American 40 Nationals: Out of 12 starters, two carry Hood Sails. Their names: Sundance and Decision. Sundance takes first place. Decision takes second. Brand X follows.

Hood Sailmakers is pleased to announce the establishment of a San Francisco office at Gashouse Cove Marina. Contact Paul Kaplan for details.



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20' Cal.	from 3,900

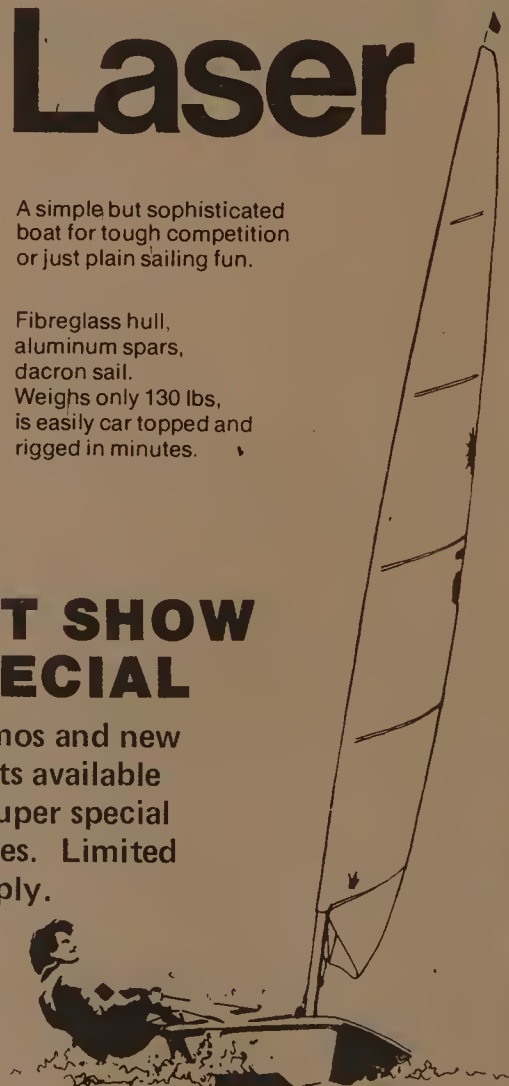
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COUNTESS

speaker's voice and the last few words of the transmission were understood by the VTS watchstanders. An immediate check of the radar screens showed nothing out of the ordinary. The MAIN EXPRESS was also monitoring VHF channels 13 and 16 throughout their transit of the bay. The above transmission was apparently not distinguished from the VTS/HILLYER BROWN transmissions on channel 13."

Countess had an expensive radar reflector mounted high on her mast, how come she wasn't seen by VTS when they checked the radar after they heard the tail end of the frantic transmission?

"The VTS radar screens were set on the 6-mile scale at the time of the transmission from COUNTESS, in keeping with the routine of a normal watch during clear weather. The blip representing COUNTESS was indiscernible on that scale, however the COUNTESS was visible when the radar was switched to the 3-mile scale for video tape reviewing".

The Coast Guard concluded: "The cause of the casualty was the failure of the sailboat COUNTESS to display navigational lights in accordance with the "Inland Rules of the Road". It is likely that the "spreader lights" were not energized until the final seconds before the collision. If so, a contributing cause of the casualty was the failure of the COUNTESS to display any lights that would attract attention to her presence in the shipping lanes."

Exactly what happened to Lou Albano and David Ellis just after impact is not known, but the Coast Guard concluded: "The force of the collision was not sufficient to cause serious damage to either vessel. It is most likely, therefore, that those aboard COUNTESS either jumped overboard or were swept overboard by a secondary effect of the collision; i.e., a wildly swinging boom."

In our opinion there was an element of ill-luck involved here — the fact that Countess' frantic call was made at the same time Hillyer Brown was transmitting — but there certainly were ways the tragedy could have been avoided. Perhaps if there had been a sharper lookout on the Main Express the Countess would have been spotted in time to evade her. But we have to agree with the Coast Guard that most of the burden has to rest with the Countess. She was in a shipping lane at night with no running lights. She had no engine and was unable to maneuver in the light wind.

When you come down to it, however, if you get hit by a freighter, it isn't going to do you much good even if it was his fault. It behooves you to have your boat's running lights on and be prepared to light your boat up like a Roman Candle if you think that's what it takes to be seen. Sailing defensively, particularly in relation to freighters, makes good sense.

As a final note we wish somebody like Sea magazine, who does a lot of sophisticated testing, would do a thorough check on the effectiveness of radar reflectors. Do they work at all? A little bit? A lot? We think sailors would like to know if and under what conditions they should put any confidence in these devices.

— latitude 38



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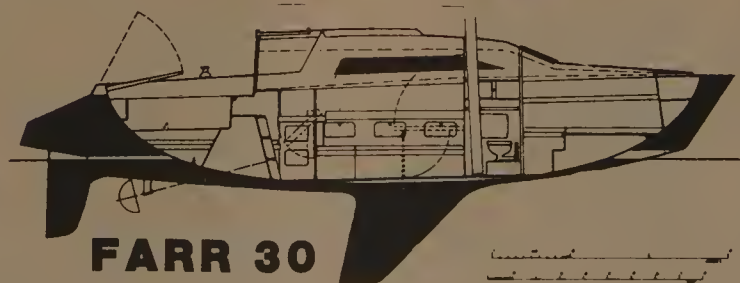
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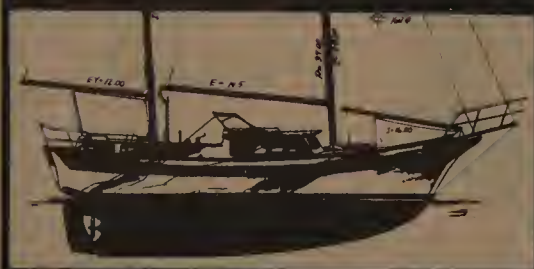
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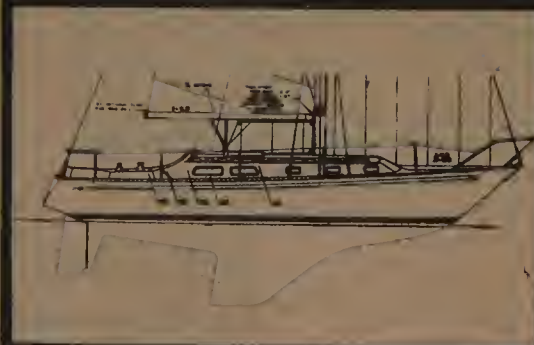
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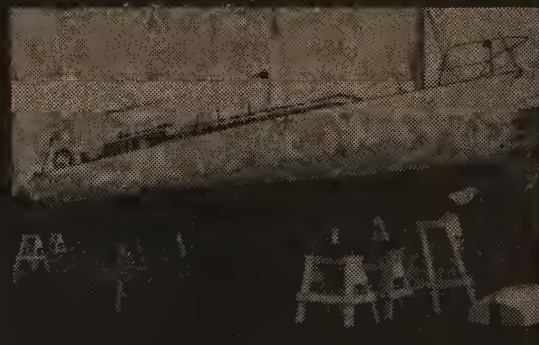
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the reefer

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Size #6 for headstays of 1/8", 5/32", 3/16" diameters.

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If during that period of time any part of this system fails to function properly, that part will be replaced or repaired by Cruising Design, Inc., free of charge.

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No. 8 — For 1/4" Headstay **\$690.00**

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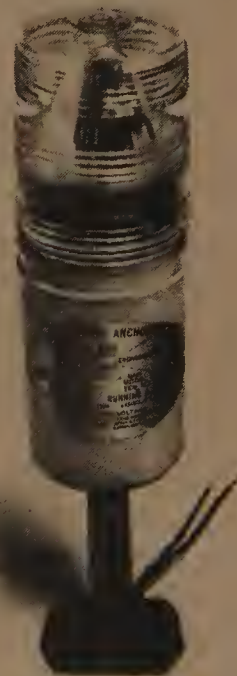
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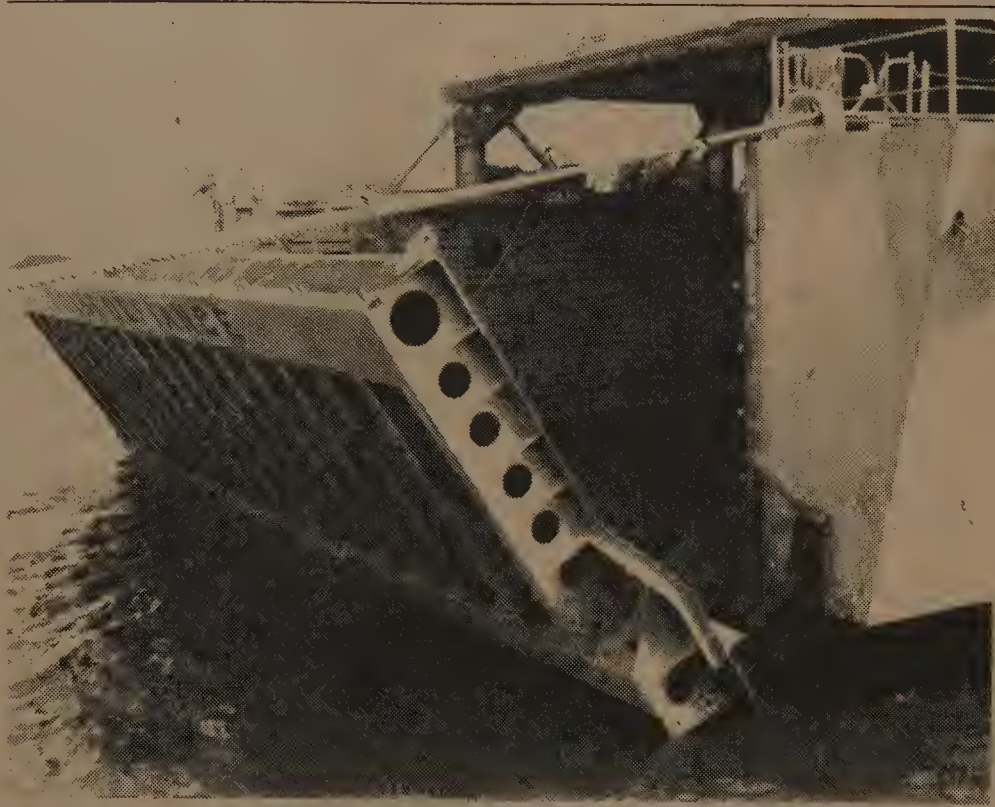
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SIGHTINGS



lost at sea

Douglas Olson, sailing his Bristol 32 "Lady" out of Monterey is presumed to have drowned after his boat was found drifting 85 nautical miles southwest of Morro Bay.

On Tuesday, December 5, the Coast Guard recieved a call that Olson was overdue on a singlehanded trip up the coast to Monterey. Later that day the Coast Guard heard from Olson. He reported rough seas and strong winds, but said he was not in danger and did not need assistance.

At this point Coast Guard reports seem somewhat confused. One report states that Olson was some 5 miles from San Simeon and was going to try and anchor there for the night. Another report had Olson turning south to run with the strong northwesterlies.

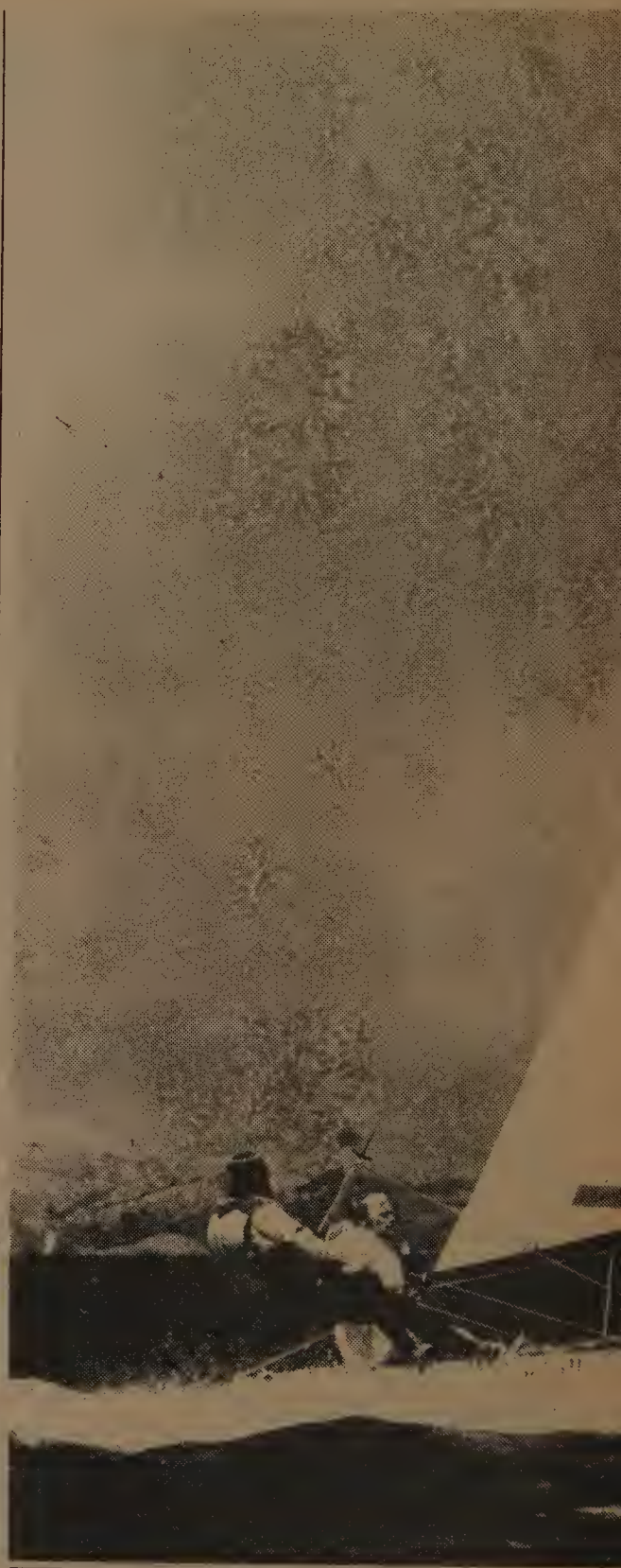
When there was no sign of Lady on the 6th, a search was launched including two C-130s, two helicopters, and two cutters.

Lady was sighted on the 7th with no trace of anyone aboard. While the Coast Guard continued the futile search for the skipper, the Navy LSD, Point Defiance (pictured above) was diverted to pick up the drifting sailboat.

We talked to the bosun's mate on Point Defiance when she came into San Francisco. He stated that there seemed to be a spinnaker dragging from Lady's stern, perhaps indicating Olson was trying to slow the boat down. The mate said Lady was undamaged when first sighted, but was beat up and dismasted when Point Defiance 'swallowed' the sloop into her ballasted hold.

Olson was considered to have been an experienced and competent singlehander. All the survival gear was found intact on the boat, giving the impression that Olson was probably washed over or fell over.

Icy winds during that entire week were clocked at 30 to 50 knots with gale warnings frequently flying. Seas were being reported at 14 to 20 feet.



screwball

That's former Fireball National Champ Gordon Danielson with crew Dave Mancebo screaming across the bay in the picture above. Recently Gordon and Dave travelled to Pattaya, Thailand to compete against the King of Thailand and a host of others in the Fireball Worlds.

Things started well for the two St. Francis sailors as together they took the opening warm-up race during "International Week." But when it was all over Gordon and Dave had to be satisfied with a 15th.

Part of the problem was a misunder-

congressional cup sailoffs

The irony of it all. Shortly after the Lipton Cup last year — supposedly the zenith of interclub big boat competition — Kimball Livingston bemoaned the fact that only two clubs had bothered to send boats to represent them. Kimball theorized that if the event had been sailed with Islander 36s, of which each club has several, there might well have been greater participation. Well darned if the events that will take place in the middle of January don't seem to validate his opinion.

In the dead of winter, nine boats representing seven northern California yacht clubs will be sailing it out in Islander 36s, in head-to-head competition to determine the northern California representative to the prestigious Congressional Cup to be held this Spring in Long Beach.

The January racing promises to be some of the best interclub sailing in years. This is strictly match racing, as is the Congressional Cup. All nine entries will go head-to-head with each of the other eight boats. The skipper with the best winning record represents northern California.

The clubs are not taking this sailoff lightly, and all are mounting serious efforts with their best crews. Here are the competing skippers and the yacht clubs they represent: Jim, DeWitt, Richmond YC; Jeff Madrigali, San Francisco YC; Steve Taft, San Francisco YC; Rich Hackett, Coyote Point YC; Lou Kruk, Island YC; Larry Polton, Metropolitan YC; Carl Lischeske, Sausalito YC; Ron Anderson, St. Francis YC; and Peter Szasz, St. Francis YC.

close encounter

Each year over 5,000 deep draft ships enter the Gate to mingle with the areas 50,000 small recreational craft. Frequently there are anxious moments, and all too often there are near accidents. Unfortunately there are actual collisions too. Last November 5th a 683-foot freighter collided with a 55-foot wood fishing boat under the Gate, leaving its splintered remains to float among a mid-winter racing fleet. The three fishers were rescued. Ten-and-a-half months before that, the sloop "Countess" and the German Freighter "Main Express" collided in the early morning hours, and the two aboard the Countess were never seen again.

Freighter traffic will be increasing, particularly with the impending increase in trade that is about to take place with mainland China. Something is going to have to be done to insure that there are fewer incidents between commercial and recreational craft.

Hoping to prevent future problems, the Coast Guard and the San Francisco Bar Pilots (they are the ones who bring the freighters in the Gate) have worked together to prepare an 18-minute audio-visual presentation titled "Close Encounters of the Dangerous Kind". The presentation is geared to make recreational skippers aware of the special problems facing a pilot when he brings a freighter into the crowded bay. Particularly stressed are the difficulties in seeing low-lying small craft dead ahead and the extended amount of time and distance it takes to maneuver a large freighter.

The Coast Guard would like as many people as possible to see this presentation and will be glad to provide a projector as well as a representative to answer questions. Latitude 38 urges you to take them up on this offer and make their presentation a part of your club or associations Spring program. Call the Boating Safety Office at 556-6075 to reserve a showing.



photo by John Hutton, Jr.

the fireball

standing in the race conditions. Gordon had prepared for "20 knot winds" when what had actually been meant was "winds up to 20 knots".

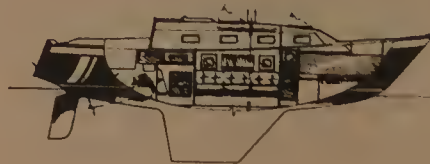
Laurie Smith of England won the Worlds and the British dominated the event. The conditions, light, shifty airs with steep chop were to their liking — and some even accused them of nasty team sailing.

The Thais were extremely cordial and competitor Prince Biera of Thailand added to the festivities when he took a royal capsizing in a sudden wind shift.

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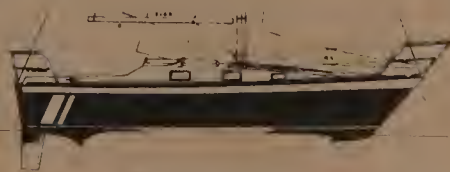
Lancer 28' Shad Turner design Built by LANCER YACHTS



No stranger to ocean sailing, Captain Cees de Graff sailed a 12 day old Lancer 28' on a 1500 mile trip to the Virgin Islands, encountering heavy winds and enormous seas. Power was supplied by a Honda 7.5 hp outboard motor. After completing the trip Capt. de Graff was asked for his impression of the boat. "A top boat for the price. The fact there were no leaks along with no gear failures, earned paramount respect." Would he do it again? He did, this time he had an inboard diesel.

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DATE	Sat. 6th	Sun. 7th	Sat. 13th	Sun. 14th	Sat. 20th	Sun. 21st	Sat. 27th	Sun. 28th
Lancer 25	10 am	10 am	10 am	10 am	10 am	10 am	10 am	10 am
Lancer 28	12 pm	12 pm	12 pm	12 pm	12 pm	12 pm	12 pm	12 pm
Lancer 30	2 pm	2 pm	2 pm	2 pm	2 pm	2 pm	1 pm	2 pm

STUB-Demo Stub Ticket

Demonstration Date

Demonstration Time

☐ Please reserve me a demo on _____ date/time

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LANCER 28



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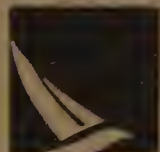
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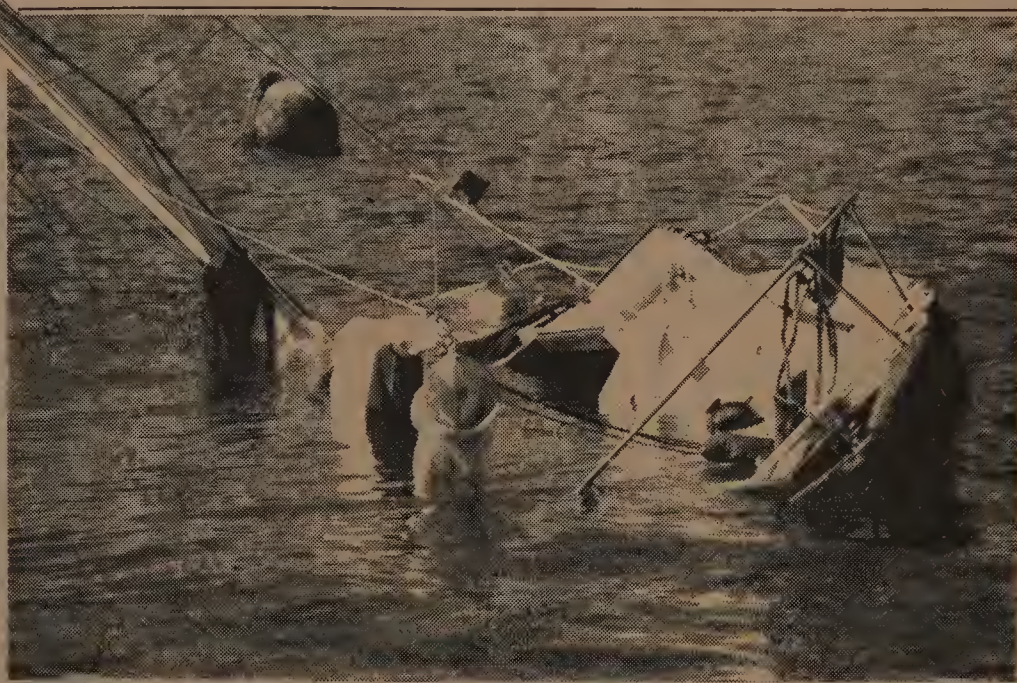
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SIGHTINGS



leaping, frothing monster

The Coast Guard wants to alert the boating public to the dangers inherent with the Pacific Ocean, the bays and river mouths with the approaching winter months.

As a result of the storms which hit the Northern California coast last year, large numbers of pleasure craft as well as commercial vessels were torn from their moorings when the high seas hit.

There were also several boats caught at sea during these storms. The worst damage occurred in and near coastal inlet and shoal areas known as bars.

Deep storm centers well off the coast produce unusually large swells which reach the coast as much as two and three days ahead of the stormy weather and which may persist two or three days after the storm has passed inland. On a flood tide current, these swells are just big, easy giants, perhaps 400-feet between crests.

On the ebb current they suddenly become giant, damaging waves, turning the bar areas into exploding water, capable of damaging large vessels and smashing smaller boats to bits. Lieutenant Jeff Hibbits, the senior rescue center controller at Coast Guard headquarters here, suggests that mariners be aware of the swell conditions as well as wind warnings.

The Coast Guard wants everyone to remember that a peaceful sea can turn into a leaping, frothing monster at a moments notice during the winter months.

— Senior Chief Petty Officer Ed Conlon

and in this corner, the challenger

For the last six years John Jacobs has been the Columbia Challenger Class Champion, which is a fine if not a little repetitive achievement. But now its all over — but just barely. Don Gibson and his "Floosie" won the last three YRA races to score a narrow come-from-behind victory over Jacobs.

Columbia stopped making the 24' Challengers in 1968, but they've remained a strong one-design fleet. The 1979 Nationals are going to be held at the Golden Gate YC.

1979 mark iiiia

For a good part of the 1978 racing season the IOR rule was a source of anger and frustration. A large part of this was due to the fact nobody could really be sure which rating rule was going to be in effect for the next race. It wasn't quite that bad, but at times it seems it was.

In December the 1979 IOR Mark IIIa was approved and is now in effect. We're not going to try and explain it, we couldn't if we tried. But below are listed the new ratings of 19 familiar boats on the bay, and how their ratings has changed from 1978.

J-24	22.1	+1.5
Oooh No!	22.3	+.06
Antipodiste	22.9	+1.2
Cal 3-30	23.7	-.07
Peterson 34	26.1	+.01
Ranger 37	26.2	-.07
Santa Cruz 27	26.2	+1.8
Ericson 37	26.6	-.08
Islander 36	27.0	-1.2
C & C 38	27.5	-.05
Tartan Ten	28.7	+1.7
Sweet Okole	30.4	+2.1
Lois Lane	30.7	+1.2
Cal 39	31.3	+.01
Santa Cruz 33	31.6	+2.9
Imp	32.0	Even
Incredible	32.1	Even
Leading Lady	33.4	+1.2
Yucca	33.6	-.08

vagabond

Friends, winter has come to Santa Cruz which means it's shoaling time again. The pipeline dredge "Vagabond" will be doing 'maintenance dredging' at the entrance to the Santa Cruz Small Boat Harbor (there is no big boat harbor).

Vessels can pass between the dredge and the west jetty; they cannot pass between the dredge and the east jetty because of the discharge line that extends across that area.

The dredge is expected to be in that area through May. If need be, you may contact Vagabond on VHF 16.

bad fiji times

Reader J. Prudhomme sent us the following clippings from the November 15th issue of the Fiji Times:

Yacht Under Repair

Alegria, a San Francisco-registered yacht that damaged its rudder at the Cakai Reef, on Sunday is undergoing minor repairs at Susui village, Vanuabalavu. Sources say the rudder was damaged, but was still intact.

The yacht also experienced engine trouble, but apparently did not hit the reef. Alegria is expected to sail to Suva on Friday after completing repairs.

Alegria, with two people on board, was heading to Suva from Apia when the rudder trouble occurred.

Yacht Wrecked on Reef

Nadi Airport Search and Rescue Centre has been alerted in a search for survivors of an American yacht wrecked on a reef in Western Somoa.

A Fiji Civil Aviation Department spokesman said yesterday that the wrecked boat was the San Francisco-registered 37-ft. Valhalla, which left Pago Pago in American Somoa on October 28 for Tonga with two people aboard.

Villagers at Taga, on Savaii Island, Western Somoa, saw wreckage of a yacht on a reef on Friday and police began searching coastal areas.

The Fiji spokesman said the yacht's hull was under water off a reef and bad weather hampered efforts to recover it.

It has been reported to us that "Valhalla" was being sailed by Charles Weaver, former Commodore of the Sausalito Cruising Club, and his wife.

Latitude 38 has no more details on these reports, nor do we know who someone would contact for more information.



fear of flying, fear of floating

One of our readers sent us the following photo of what he reports is the "JCR 4-man liferaft with 4 persons almost inside." He went on to explain that there was not enough room to sit in the raft, so the four people had to sit on the 'tube'.

We have to agree with him, from the photo it looks like either the people are too big or the raft is too small. Such a situation wouldn't pose much of a problem on dry land with a bottle of Crisco, but out on the sea in an emergency situation it might be a different story.

Readers with confirmed airline reservations might want to know that "JCR Industries is the company that supplies most of the airlines with their life rafts and safety related equipment including survival packages." The promotional blurb on the raft proclaims that the rafts are "well-thought out".

brisbane berth boomtown

In our November issue we reported that the metropolis of Brisbane wanted to erect a 600-berth marina on top of generations worth of refuse. It looks as though they are going to get what they want!

In late December the sometimes sticky BCDC approved the project so it now awaits the expected easy approval of the Army Corps of Engineers.

The exact location of the marina will be at Sierra Point which is just north of Oyster Point. While the marina will occupy 20 acres, another 80 acres will be used for commercial development as well as shoreline parks and pathways. The marina construction should start next year and is expected to be completed before the end of 1980.

The Peninsula has recently become something of a boomtown for future berths, adding almost 1000 to what there had been. In November the waters were let into the new Peninsula Marina at Redwood City where the actual berths should be ready in February. Oyster Point is doubling in size, adding almost 300 new berths. Now we expect Brisbane to have 600 more. Bueno!

SIGHTINGS

the womens issue

Most magazines talk about the "womens issue", but Latitude 38 is a little different. We going to have a women's issue — it's coming out February 1st. If you know any women involved with any part of sailing who ought to be in that issue (yourself included) or if you'd like to write something for that issue, well then give us a call at 924-8335.

While we're on women there were a couple of the traditional women's races held last fall. In the Berkeley Yacht Club's Invitational, 29 boats started and finished, and there were no protests. Shary Irwin and Holly Sellars won Division I in an Etchells 22, "Zolotone". Diane Graves was 2nd in "Corsair" a Buccaneer; Lona Wilson 3rd in a Ranger 26, "Kemo Sabe".

Kate Funk took honors in Division II sailing Folkboat "Filur". Barbara Worden was second in Santana 22, "Happy", and Joan Burns 3rd in a Wilderness 21, "Ace".

The Richmond YC had their "Ladies Race" on October 21 off Southampton. Jocelyn Carrick took Division I in her Hawkfarm, "El Gavilan". Carol Jesmore took Division II in the Ariel, "Rustle". 20 entires participated, and more are hoped for next year.

There have been suggestions going around that there ought to be a "Women's Circuit" on the bay, whereby there can be a seasons champ for the various and as yet unrealted women's races. We at Latitude 38 think this would be a terrific idea, and if it ever gets organized you can look to Latitude 38 for trophies and other support.

the where and how, here and now

It's not uncommon for sailors to feel 'lost' right after a heavy New Year's Eve, and if you've got that feeling maybe you should investigate what the College of Alameda is offering right now.

On Mondays from 7 to 10 in the evening is Celestial Navigation I; for those of you who have some idea where you are Celestial Navigation II will be held during the same evening hours but on Tuesday.

There are two courses in Coastal Piloting offered; one on Tuesday and Thursday afternoons, the other on Monday and Wednesday afternoons. Meteorology for Mariners will be held from 7 to 10 on Wednesday evenings, and like all of the above classes will be convened at the College of Alameda campus, at 555 Atlantic Avenue, in the boomtown of Alameda.

There is one 'off-campus' class, Seamanship, which will be held in two separate sessions on the premises of the gracious Island Yacht Club, 1853 Clement Street, Alameda. One session is from 10 to 1 on Wednesdays, another from 7 to 10 on Thursday evenings.

Instructor of Nautical Sciences, Peter Jowise, wants to extend an invitation to all our readers to attend these tuition-free classes. While these Winter Quarter classes have started on January 1, Peter advises that you may sign up while attending any of the classes during the first week or 10 days. So, get off your butts and learn something. For further information call the registrar's office at 522-7221.



queen of the show

have you a wooden heart?

If so you'd probably be interested in a one-day seminar entitled "Wood: A Contemporary View Of A Traditional Material". Sound like something the old 'U' at Berkeley would put on? It is.

For \$25 on February 24 you can hear 7 speakers discuss their particular knowledge of wood. Of special interest to yachtsmen might be Don Peters talk on "Wood Epoxy Saturation Laminating For Boats". Don Peters has been building boats in Alameda for some time, often working with Tom Wylie.

Generally these classes are outstanding and we wouldn't be surprised if you really got into Willie Evans talk on "Thin Veneer Sawing With a Band Saw".

For more information call 861-6833 or write Steve Collins at U.C. Extension, 55 Laguna St. in San Francisco. 94102.



The Flying Dutchman Twelve Meter is the Queen of the San Francisco Sports and Boat Show. It's at the Cow Palace from January 12 to 21.

new charts

Have you been having trouble navigating? Been running aground? Crossing under the wrong bridges in fog? If so, chances are it wasn't your fault, you were probably just using outdated charts. The Coast Guard says, "new editions contain information essential to safe navigation."

There are new charts available for the following areas: San Diego to San Francisco Bay; Gulf of Farallones; Point Sur to San Francisco; San Luis Obispo Bay - Port San Luis.

If you've been having trouble in these areas buy a new chart — and maybe take a course in coastal navigation.

fowl story

Members of the Brixham Harbor Yacht Club reported that when a seagull dove into the water to grab a fish, the fish grabbed the bird by the leg and pulled him under to his death.

second singlehanded sect

On December 12th an ad hoc committee met at the Island Yacht Club and voted 18 to 5 to form the Association of Singlehanded Yacht Racers. Hans Vielhauer was voted President and Kent Rupp Vice President. Larry Stewart, Mike Barrett and Dick Mitchell round out the officers.

Most of the folks in attendance and all of the officers have been active in Singlehanded Sailing Society events. The new group was formed partly out of dissatisfaction with the way the SSS was being managed, the lack of improvements in race execution, and a terminal frustration with having no effective voice in the decisions of that group.

As it stands now there will be two groups which are planning a singlehanded race schedule for 1978 and are considering Singlehanded TransPacs in 1980. Something certainly is going to have to give in this untenuous situation, but nobody knows who or what at this time.

It is a very complicated and mercurial situation, so stay tuned for more concrete developments.

cold duck

We've seen many doctors about it, but there doesn't seem to be a cure. Every time we hear the name 'Webb Chiles' we think of Cold Duck.

Many readers will recognize that name as belonging to the fellow who sailed — after many tribulations — around the world in the Ericson 37, "Egregious". Webb's time was 202 days, and it had included one non-stop leg of 18,000 miles. His circumnavigation was the fastest of any mono-hull to date.

Parts of Chiles voyage were serialized in Sail magazine and eventually he wrote the book, "Storm Passage" about it. Upon completing that journey he pronounced that he would never again undertake such a trip, but of course that was only a temporary mental aberration.

On November 12th he set out from San Diego in his 18-foot open boat — that's right — on yet another circumnavigation. The 18 foot yawl is named "Chidiack Tichborne", whom college graduates will remember as the man who was executed for trying to kill Queen Elizabeth in the 16th century. Chiles is carrying a rubber raft which he has appropriately named "Queen Elizabeth".

His second circumnavigation is anticipated to take five years, because several 'scenic detours' are planned. One is following Bligh's remarkable small boat voyage from Tonga to Indonesia; later diversions include sailing around the Ganges and Indus Rivers and cruising the coast of India. The longest single leg will be the first 60 days, from San Diego to the Marquesas, a leg he should be finishing in mid-January.

Before casting off Webb Chiles recited Tichborne's famous poem "On the Eve of His Execution" and then read one of his own:

Judge a man, then, by that / against which he must strive /
against what if not this soft night / and the wind and sea /
against the myth he will become / and his own will.

With those cheery words he said goodbye to his ladyfriend, Suzanne Chiles (she used to be his wife), and rowed away until there was sufficient breeze to set sail. Bon voyage!

OOH NO!

We don't have room for 1000 words in this story so we printed the picture below, and it explains everything. Chris Corlett is at the helm of the Peterson designed 1/2 Ton daggerboarder, "Ooh No!", and the rest of the fleet is far behind. The hot half-tonner is owned by Jim Jacobitz of the St. Francis YC.

While this picture could have been taken in any number of Bay or ocean racers, or for that matter during most of the controversial 1977 1/2 Tons, this photo was actually taken back in Annapolis. The event was the 1978 Half Ton North Americans, and Ooh No! had traveled across the country to have it out with 9 east coast hot shots and 1 Chicago boat, the Wylie-designed "Animal Crackers".

When it was all over Ooh No! had taken 1st in each of the first 4 races and wrapped up a convincing championship with a 3rd in the last race.

While Ooh No! has been winning every race in sight, it will be interesting to see how she fares in 1979 since her new IOR rating is up over half a foot from last year. Probably win again!

Congratulations!

— latitude 38



Ooh No! crew posing for post race pictures. Top row are Greg Paxton and Chris Corlett, bottom row from left, Bill Carter, Jim Jacobitz, Mike Duvall



wilderness 21



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THE BATHS

a true romance of the south pacific

To emphasize his point, Maurice banged the bar with a hard, horny fist.

"De Marquise he no like, but too bad. Bettah to have de white man here dan to geeve to heeself. Cuz if'n he geev to heeself, den comes de Tahitian.

"Now", and he slapped his round opu, then pointed to his bald dome, "now, Tahitian, he much smattah, make bettah monies en de, ah, affairs de commerce — how you say, de bizness?

"Marquise, he no like. But too bad. He too lazy."

Monsieur Maurice McKittrick, indomitable host, innkeeper, translator, money changer, critic, newsman, vizeur and wizard of Nuku Hiva was holding forth.

His topic: home rule for the Marquesans.

His pulpit: the lizard green and cool confines of sacred Bar Maurice, only watering hole in Taiohae Town.

His audience: two brown, lean yachties — Aaron and Silver by name. They listened, they nodded, they stared in distant glee.

Silver smiled and Dynaflowed into reverie again. Paradise Found. This was only the third day. Turn around, across the road, across the slick backs of little kids dancing the lapping surf, across the peerless blue gourd of Taiohae Bay, across the decks and spars of three sloops bending wispily to slack rodes. Back outside.

"Eh, how dey say dat, howz eet?" Maurice smiled. Grizzled and none too

toothy pixie of Ua Huka. Bermudas hangin' on lower than a dipping blooper.

Silver landed again, savoring the mellow banana rays that were sweeping Bar Maurice. Four stools and two tables and a meandering parade of low down dogs and chickens.

"Eh, which your boat?"

Aaron, conscious of his partner's lagging synapses, said, "Her name's Faro del Mar. She's a Spencer sloop, built in Canada. We came down from Honolulu. Took 24 days. Good weather all the way, except for a few days without air just about five degrees under the line."

"De boat's from Frisco, though, eh?"

"Yes, how'd you know?"

"Well, de cap'n comes in here yestiday. Geet some 'things, have mebee one Manuia. He sit here and peep peep like a goddam bird, den boom-boom gotta go"

Sniggers and hoo-haws.

". . . like he gonna make million dollars." Maurice plowed ahead. "Say, watsamattah dat cap'n yours, he run 'roun like he got beeg stock up his ass."

Aaron started recounting yesterday's events to Maurice and Silver went free-wheeling again. Back outside. Back out with Emory and the boat. Emory, the compulsive. Man of too much action. Oh yes, a great skipper and a fine navigator and it was his boat. But hell, wasn't it like this on all these gerrymandered passages? So many busted voyages.

He knew, too, this cruise would end for him once they got to Papeete.

He recalled how Emory graced his first view of these splendid islands. How the



sloop had been slogging along under diesel since the last wisp of wind died in the cobalt void. How, his watch done, he had notched into the well worn curve of his soggy bunk and awaited the call for landfall.

When it came, he had bolted out of a dead sleep.

Peering out the cabin port, he saw a mauve lump, a greenish tinged fortress of rock and palm, one awash at its base by a violet fringe of sea froth. Beautiful beyond his soaring imagination.

And coming out the companionway, looking east into the shimmering ball — balls! Emory balls! Cap'n Emory, his feet braced against the transom, hands bent tightly around the backstays, taking his morning dump.



A princess of polynesia, originally printed in the now defunct "White Shadow".

A cacophonous stream of pidgin and Marguesan jarrèd Silver's indelicate dream and he was once again in the midst of one of Maurice's harrangues. The innkeeper and his charges were railing against the local governor.

As a symbol of his running feuds with Mother France's chief officer, Maurice proudly pointed out a crumbling, faded broadside. Barely legible was the heading "La Loi". Rules for the dispensation of spirits to these hard-headed Kánakas.

In unison, they spat on the crumbling paper.

'So, you tell me what happen yestiday ..."

And Aaron continued, recreating that

vision of Emory, all atwitter and tweeting down Taiohae's main road, his early morning stride bringing the locals from their customary syrupy slow motion to dead stop.

Emory had set the plans. A hike to the highlands.

While Aaron fleshed out the details, Silver recalled visions along the way. How the paved road had ended and the trail wound deeper in into the dark recesses of the coconut forest. With sun climbing high and fast, it was hot and sticky.

There was the woodcutter, a solid, silent young man whose bowls, spears and clubs were adorned with the traditional saturnine, dour-eyed Marquesan motif — the same sad expression he had in his own eyes. The mahogany hardwoods were

beautifully scribed and shaped. But most of the stuff he was not interested in selling.

Silver winced as he recalled, too, watching the woodcutter's apprentice as he wielded a razor sharp axe against a stout limb, one that would be hewn into a monstrous war club. He braced the wood with his scarred, splayed feet all the time slashing and chipping with that acute blade. He still had all ten toes, though.

For a time the trail narrowed into a sluice of mud and rough-hewn stone steps, then widened as the climb began.

As expected, ol' Emory set a crisp pace and began to pull way ahead up the mossy path. Aaron and Silver dallied about, stopping periodically to look back at the spectacle of the widening harbor, its blue surface dappled by bottom rocks and sand bars and shadows of passing clouds.

They came across one of the traditional pae pae ceremonial stone platforms and investigated its broad floor. Silent mysteries conjuring images of feasting, dancing — yes, even sacrifices. Aaron, though, was the one who'd done all the research and he lovingly explained the role of these platform meeting places in early Marquesan history.

By midday, they reached the peak. Far to the east, an emerald in the shimmering blue, lay Ua Huka; to the south, the spires of Ua Pu pierced the pellucid sea. Far below, some 4000 ft. down the cascade of green, into the caldera of Taiohae Bay, tiny white flecks — the yachts and work boats — lay

THE BATHS

motionless against the glass calm surface. Off to the west, the verdure gave way to harsh ochres and browns of Nuku Hiva's parched quadrant, a tiny desert in the sea. A cool and constant trade wind blew in from the northeast. The sun frozen in the noonday sky; the moments suspended in delicious disbelief.

"Gad, you guys are slow." Emory broke the dream. He was already packing his rucksack.

"Last one to the bar has to buy," he chirped. And tweeted off down the trail.

So, seeing's how Silver had plenty of Kona gold and they had picked bananas and chermoyas and pamplemousse coming up the trail, who cared?

Sun still high. Warm. The vision etched in silent gold. But time had come to drop away, to go back down.

The pool. Aaron kept mumbling about Loti's pool. It was a small, deep basin just off the trail, one ringed by brown rocks, shaded within the dappled cover of fern and palm. They'd seen it coming up.

But this time the murmurous trickle of water was amplified by soft voices. Soft

young female voices.

Silver smirked as he recalled his initial response: "Ah, uh, what do we do?"

"What do we do, what do you mean what do we do? Bon jour mademoiselles, that's what we do."

Tittering and giggling. The young ladies, neither over 14, had spread pareus on the branches to dry as they crouched deeper into the waters. Their long, silken black tresses made little undulations in the pure water as they languidly moved to cover their glistening brown naked bodies.

Aaron, ever the linguist and diplomat, kept the conversation alive with soft suggestions about the heat and the need for a bath and how long they'd been sailing the cruel, harsh ocean.

With her brown eyes cast into the pool, her lashes wet and fluttering, the tiny one asked if they'd like to share their afternoon bath.

Ahhhh. The waters were a balm. And all things progressed very naturally in the tiny glade. Even in spite of Aaron's admonishment that Polynesian girls scratch and bite during the sex act. (As he was led off into the bushes, he was

heard mumbling, "Ne grattez pas, ne grattez pas" Don't scratch! Silver would remember to give him a lot of shit about that. Show us your claw marks, Gauguin.)

Shadows reached the long mark. Departure was imminent. Parting was sweet, promises of rendezvous on the morrow. And off down the trail.

It was moonless black by the time they stumbled into Maurice's place. Two small kerosene lanterns threw flickering shadows about the tiny room. Silver recalled the evening smell — a blended aroma of dried copra, diesel oil, vanilla, sweat, kerosene and Gaulloise cigarettes.

They found Emory at the bar. Quite drunk. He must've push his way into his third Hinano beer.

When he saw the two swagger languidly through the smoke, he scowled.

"Boy, you young guys sure don't have any stamina."

Emory always did have a funny way of saying things.

— michael dobrin

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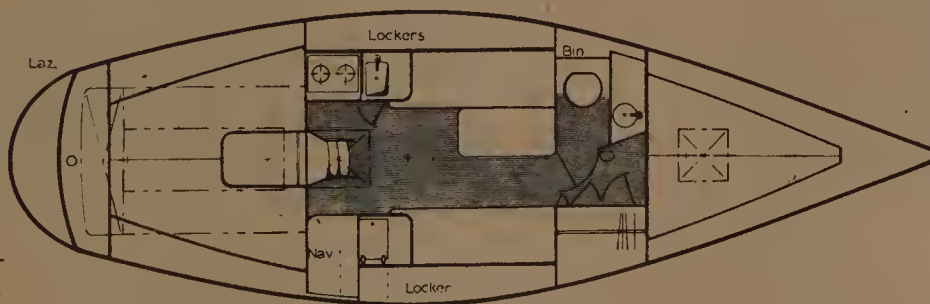
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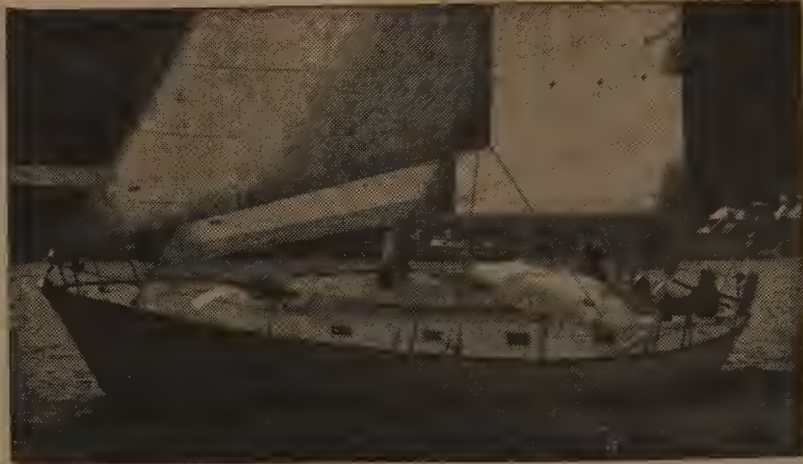
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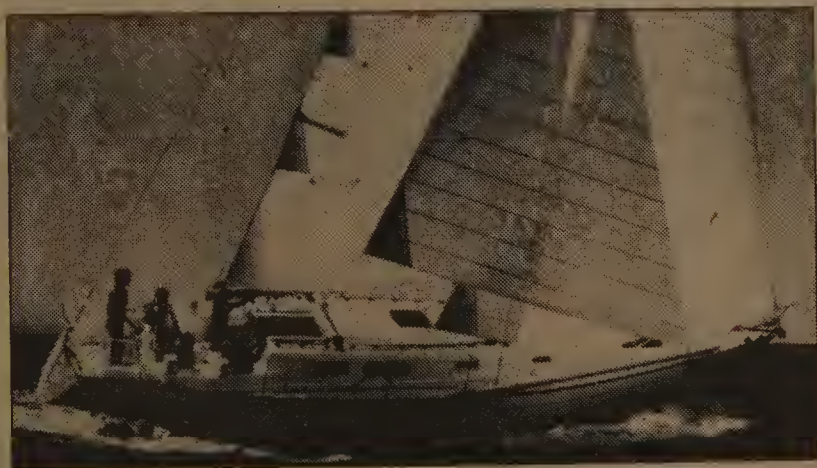
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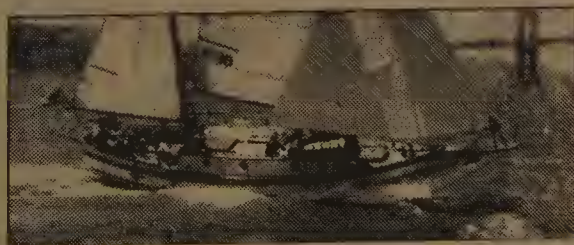


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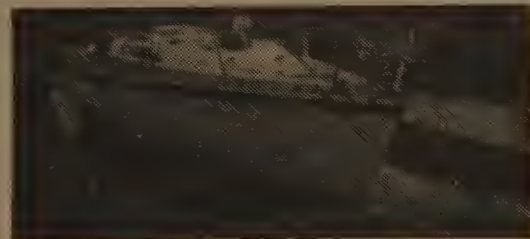
MANY MORE



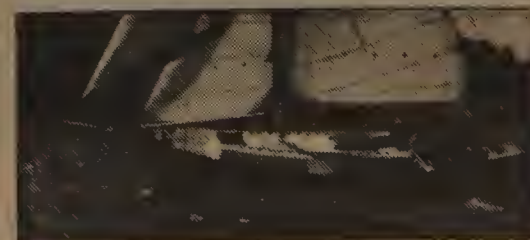
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SMITHSONIAN

If you happen to be traveling to Washington, D.C., there's a jewel of an exhibit you should make plans to see. It's called the American Maritime Enterprise and it's housed in the Smithsonian's Museum of History and Technology on the Capitol Mall.

The exhibit is in the new style — not

at all like former static Smithsonian displays where a harvester or unicycle is merely placed on the floor to view. What the curators have done here at the "Maritime" is to dramatically present choice items in context of our nation's commercial shipping past.

For example, when you inspect the



Model of "The Fly" (1811), a square - topsail schooner.



model of the colonial tobacco ship, the "Brilliant", you see the 13-foot replica beside the cutaway interior of an 18th-century tidewater Virginia warehouse. Ropes, barrels and assorted supplies are shown as they might have looked on the eve of the Revolution. A full-sized section of the Brilliant's foremast and rigging stands close by.



"The Conflict" — a lithograph by J. Cole. (1858)

From the moment you set foot on the sisal carpet which sets off this 12,000 square foot maritime display from the rest of the Museum's first floor, the smells and sounds tell you you're in a yachtsman's wonderland. Odors of hemp, tar, oil and the ringing buoys will make you feel right at home.

Taped voices singing sea chanties draw

you to a whaling section. A full-size whaleboat from the "Charles W. Morgan" sits with appropriate gear before a mural of the American square-rigged whaling fleet working at sea. Charts and captains logs over a hundred years old accompany the display.

A fabulous collection of scrimshaw is located nearby. The beautifully etched

whales' teeth are choice examples of a craft revealing the artistic talent and fanciful imaginations of generations of sailors.

A towboat's cozy pilothouse is a good place to rest your legs while listening to the voice of a Mississippi river pilot explains today's river commerce. Simultaneously a scenic film with typical river



The brig "Etta Tucker" wrecked twelve years after launching in 1866.

Clipper ship "Coeur De Lion" in Hông Kong, by Chonc Qua.



traffic appears on a screen before you, simulating travel on the inland waterways.

The Watercraft Collection of over 100 ship's models will delight any sailor who spent quiet childhood hours carving miniatures. The beautifully executed models of clipperships, schooners and fishing boats are part of a collection begun in 1884 by Captain Joseph W. Collins. Plans for a number of these models are available for a fee.

Of course no nautical exhibit would be complete without some attention to disasters at sea. The Smithsonian selected several dramatic clips from such Hollywood film favorites as the "Titanic", "Moby Dick" and the "Poseidon Adventure" to capture tragedy at sea. Portions of these movies play continuously. It's hard to tear oneself away from the engaging scenes.

In another area the entire operating engine room from the Coast Guard tender, "S.S. Oak", has been entirely reconstructed. You can peek in the ship's radio room where ship-to-shore radio traffic is heard via tape or you can go below to the engine room where the triple expansion steam engine operates.

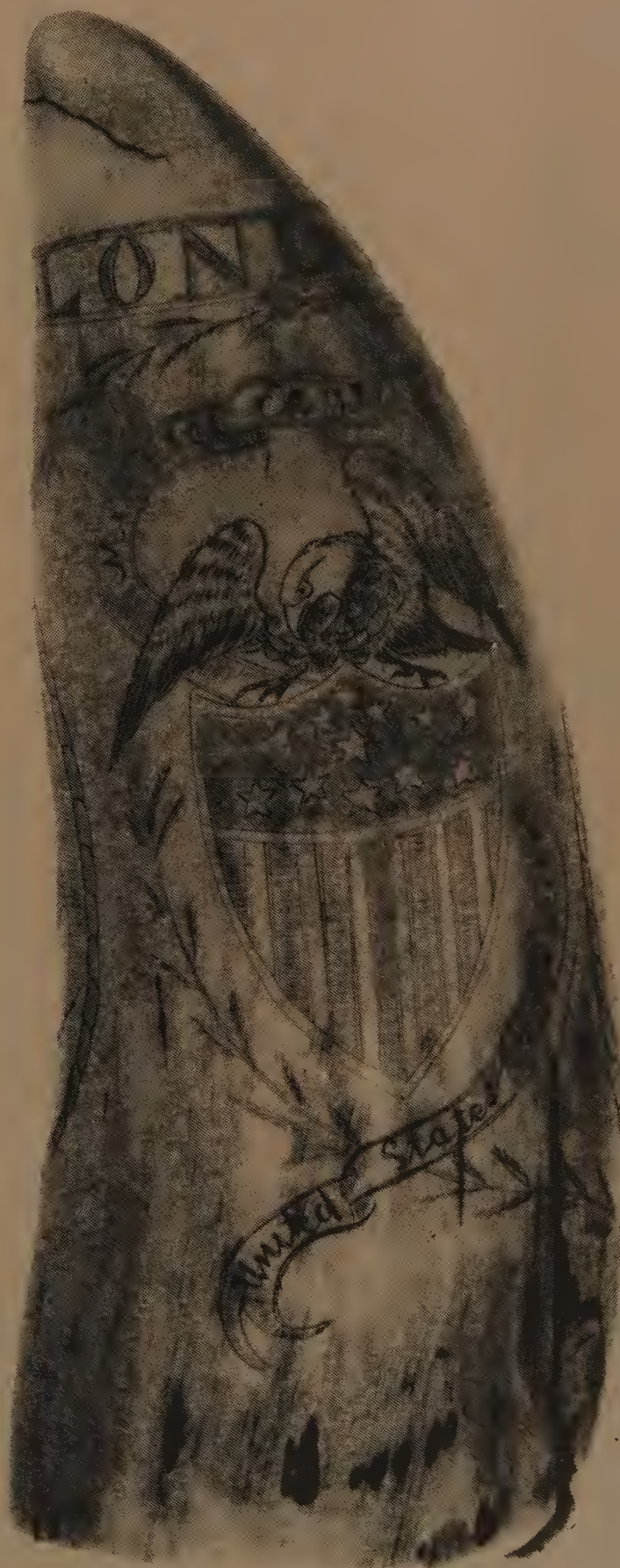
Kids are sure to be intrigued by a mannequin of a seaman in the appropriate setting of a tattoo parlor, who, through a clever photographic process, has tattoos applied to his body before your very eyes.

No matter where you turn in American Maritime Enterprise, there is something of interest—an authentic chart of North America dated 1733; historical slides of the port of San Francisco as seen through a porthole; Joseph Francis' metallic "life car" rescue ship; and an enchanting stained-glass skylight from the luxury liner "Majestic".

If you were raised on the Hornblower stories or if you were a part of the Pacific Fleet in World War II, or even if you are simply a person who enjoys seeing a project done with intelligence and taste, you will relish wandering through the new \$1,000,000 plus permanent maritime exhibit in our nation's capitol.

— marilyn yolles

Scrimshaw from the 1840's to 1860's — the height of New England whaling.



FIORE Yacht Sales

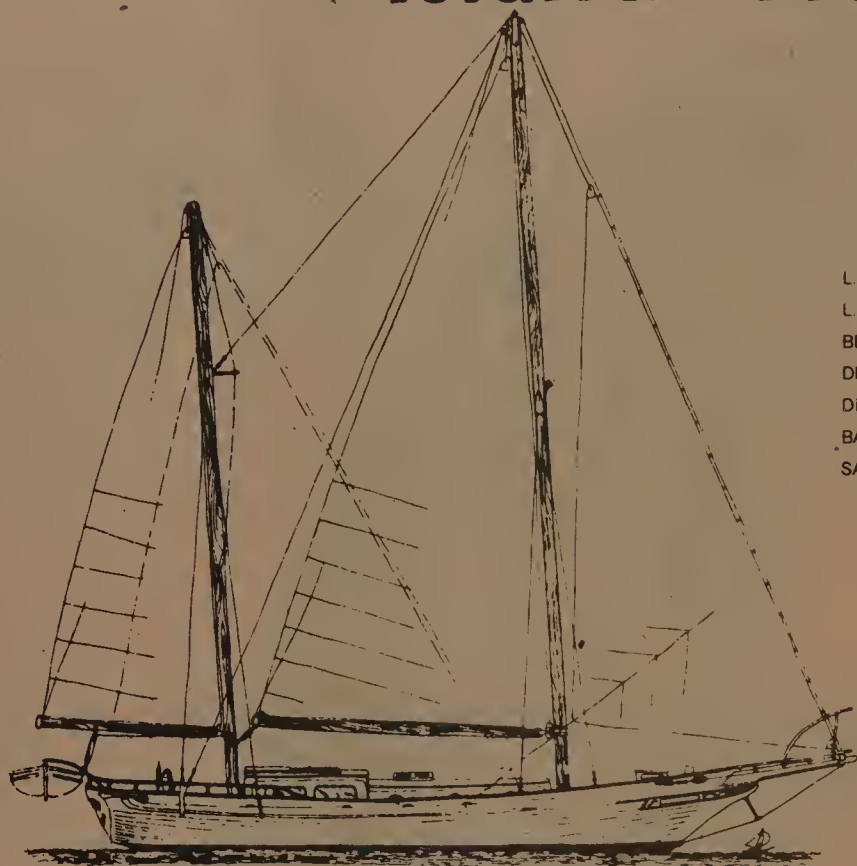
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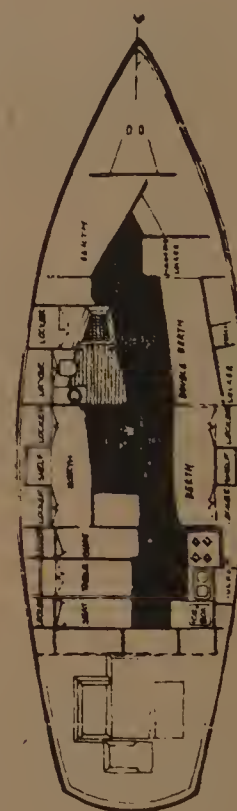
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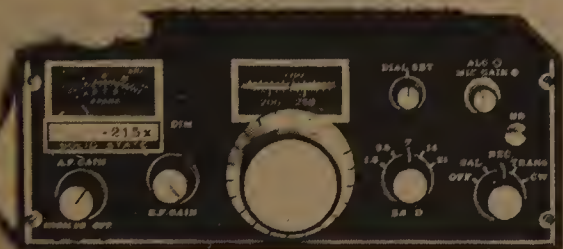
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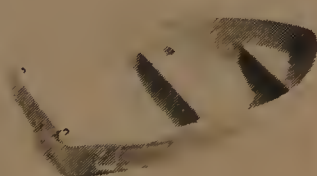
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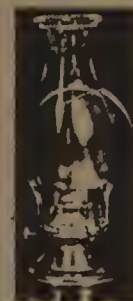
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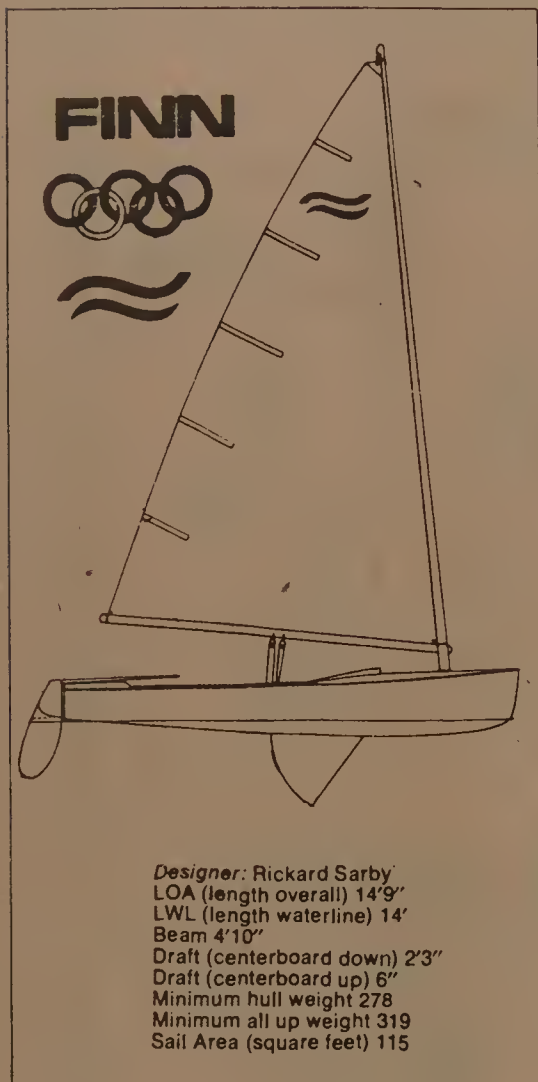


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GIVE ME



You're sitting at the yacht club bar soaking up a brew and you ask the guy next to you what kind of boat he sails. "A Finn," he replies. Trying not to look too ignorant you quickly run that one over in your mind.

"Oh yeah, that's a Performance Sailcraft production boat that Bruce Kirby modeled after the Laser, right?"

He smiles and shakes his head, "Not exactly. A Swede by the name of Richard Saaby designed it and the Olympic Committee selected it for use in the 1952 Games. It's been the singlehanded class ever since. It's about the same size as a Laser, but it weighs over 300 lbs. rigged and carries almost 30 sq. ft. more sail. In fact, Bruce Kirby used to sail a Finn before he designed the Laser!"

"Oh." You look at this fellow and size him up. He's not quite six feet tall, weighs maybe 170 and seems to be fairly easygoing. "But I thought that Finn sailors had to weigh at least 200 lbs., be over six feet tall and eat nails for breakfast?" Again he smiles.

"That's a myth. San Francisco Bay has



Finns at the Berkeley Circle



turned out some big Finn sailors like Ed Bennett and Chris Gould. There have been plenty of good small ones too, like Hank Jotz and Carl Van Duyne. As a matter of fact, John Bertrand is right now the World Champion and weighs 165 lbs., dripping wet. With his heavy jacket he may get up to 190, but that's about all."

HISTORY

Finns first appeared on San Francisco Bay in the late 1950's. Charlie Lazarro, sailing instructor at Lake Merced and historian of sorts, recalls that a freighter



Self-portrait of Van Collie's flashing Finn.

Championship began. In its seventeen year history the Zellerbach has become an internationally renowned test of man and boat against the Bay's summer breezes and strong tides.

The two bay sailors associated most frequently with Finns are Ed Bennett and Louis Nady. They both entered the Finn wars in the early sixties, and together they have conquered nearly all that is possible in the class, including a 1972 Olympic berth and alternate position. Like the Lasers' Bertrand and Jeppeson, they have spent countless hours tacking and gybing off the City Front and along the Berkeley Pier, as well as lending a hand to newcomers in the class.

THE LURE OF THE FINN

Aside from the early years, Finns have never drawn large numbers on the Bay. In a blow, Finn sailing requires considerable stamina, strength and self-discipline. Like long distance running, it generates devoted disciples. "I keep trying to tell my wife that sailing a Finn in 18 knots is a religious experience!" bubbled Ed

John Bertrand (1007) on his way to winning the Gold Cup

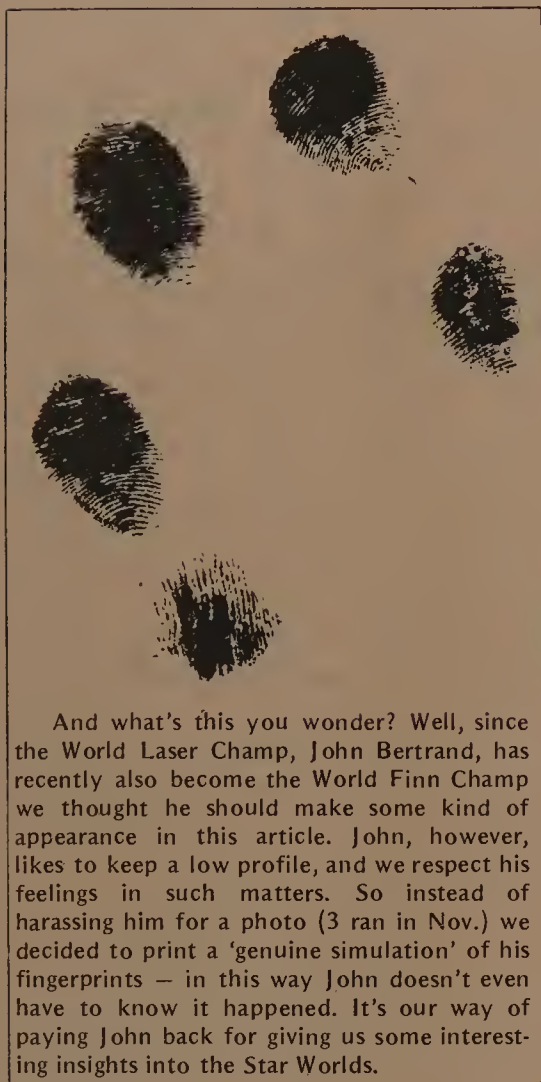
pilot brought a wooden boat from England for his daughter to sail after she had outgrown El Toros. Several news photographers caught her out on a blustery day and the good publicity got the class off to a fast start.

The second Finn Nationals were held off Sausalito in 1960 and a young Warwick Tompkins took fourth. Sharing the Commodore's enthusiasm for the shapely single-winged monohull were the likes of Gary Mull, Jim Hill and Nils Eriksson. In 1961, competition for the Isadora Zellerbach Heavy Weather Finn



to by don oakland

GIVE ME



And what's this you wonder? Well, since the World Laser Champ, John Bertrand, has recently also become the World Finn Champ we thought he should make some kind of appearance in this article. John, however, likes to keep a low profile, and we respect his feelings in such matters. So instead of harassing him for a photo (3 ran in Nov.) we decided to print a 'genuine simulation' of his fingerprints — in this way John doesn't even have to know it happened. It's our way of paying John back for giving us some interesting insights into the Star Worlds.

Bennett after a moderate air race at this year's World Championship. "It's like cutting upwind with a knife," says Magnus Olin, the 1975 World Champion from Sweden.

Conversely, others call the Finn the most uncomfortable boat to sail in the world, "a torture rack designed to test the sailor's endurance for pain to the ultimate limits." Bob Sutton, well-known raconteur and Laser sailor, recalls hiking out in a Finn and looking at his knees, "just waiting for them to explode!"

THE 1978 GOLD CUP

Every year Finn sailors from all over the world gather for their international championship, called the Gold Cup. Traditionally the winner of this series has been considered the world's best single-handed sailor. Some impressive names have held the Cup: Paul Elvstrom, Jeorg Bruder, Henry Sprague, Willy Kuwheide. This year's contest took place in Manzanillo on Mexico's west coast. The fantasy resort of Las Hadas served as race headquarters. 69 Finns from 14 countries



Start at Las Hadas. Lou Nady is No. 150.



photo by don oakland

sailed on the large, dolphin-filled Manzanillo Bay in light to moderate breezes and some strange currents.

Five Bay sailors made the trip after qualifying in regional and National regattas beforehand. They were John Bertrand, Ed Bennett, Louie Nady, Craig Healy and myself, Shimon Van Collie.

Bertrand, one of November's "Superb Sailors" and twice World Laser king, sailed an amazingly consistent series to bring hom the top prize. He was the only competitor in the fleet to finish in the top ten for all six races, including his



photo by john hutton, jr.

year at Manzanillo. This marks a comeback from his last Gold Cup in Sweden when he finished 112th. "Superb" Ed Bennett took time out from his current Star campaign and placed a creditable eighth.

Craig Healy and I have had better regattas. Speaking for myself, I cannot say I feel bad about my performance, however. I got to see and sail with my friends from all over the world, to brush up on my languages, to mingle and joke with many of the world's ablest sailors and to partake in the "gathering of the clan," as Gus Miller put it. Miller, a forty-two year old pot-bellied research chemist from Michigan, came to sail on the Bay last spring. He spent much of the time looking at Finn sterns. He regained his form for Mexico and took a series fifth. Talking about Finn sailing he sort of summed things up: It's a tough group to get into, but for those willing to pay the price, work at the boat, and share in the racing of it with the others, it's a fabulous experience."

— shimon van collie

Henry Sprague takes a dump in the 1978 Zellerbachs. MacLaren leads followed by Bennett.

Finn off the St. Finncis Yacht Club.

throwout. He became the second American to win the Gold Cup and one of the few to win it in his first try.

"I'm surprised," he said afterwards. "I came down here with the idea of learning. I still don't have that much speed in a straight line and I need to work on my starts. I surprised even myself by how well I sailed tactically."

Louis Nady had a shot at second overall until the last beat of the last race. He ended up fourth. Louis finished fifth at the 1973 Gold Cup in France, where he won a race. He also won a race this



photo by paul heineken

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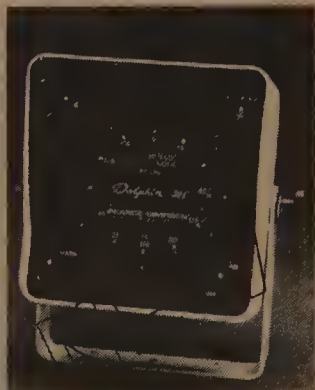
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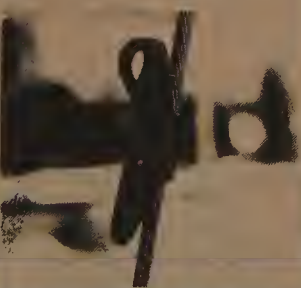
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IMBROGLIO

You, the all-knowing, must certainly realize you have much in common with the great Sir Francis Drake, who landed at 38 degrees north latitude on the Marin shores on June 17, 1579.

Just where he anchored the Golden Hinde and found a place to careen the square rigger to fix the leaks and scour the fouled hull, is a source of brisk argument.

In fact, a lot of grown men and some mature women are almost at each other's throats in this imbroglio, which is a fancy word for a good old fashioned knock down battle.

Lined up for the site at Drake's Bay estero at Latitude 38 is the Drake Navigator's Guild, a body of maritime historians, archeologists, engineers, seamen and just folks, many of whom have spent as many as 27 years studying this issue.

In the other corner is almost a lone citizen, who just happens to be loaded

with money. He is Robert H. Power, of the family that owns the famous Nut Tree in Vacaville. He thinks Drake found the entrance to San Francisco Bay, beat up the shore to San Quentin Point, where he careened the ship and spent the next 37 days in a hastily erected fort while his crew repaired the hull. This site is also on Latitude 38.

A rather silent antagonist to both these claims is Herbert Nisham, former historian for the U.S. Forest Service, who favors a Drake landing in Bolinas lagoon, also at Latitude 38. He and his cohorts did a lot of digging, found what they presumed were remnants of a fort and a bone, which later was found to be that of a 20th century cow, thus somewhat invalidating the fort also.

These people are all very partisan to their own points of view, but all more or less agree that Drake must have observed, if not actually stopped at what is now called Drake's Bay, in the Pt. Reyes

National Seashore. Several accounts mentioned "the white cliffs" that exist there and which reminded Drake of the old home stand, and so he named the land "New Albion", which by some osmosis relates to England.

All of the opposing camps use only a few guides, sparse at best and containing thin clues. One is a diary kept by the ship's chaplain, Francis Fletcher. Another is a documentary, "The World Encompassed", by a unnamed author, and another is a map done in 1789 and published in London by Jodocus Hondius, on which inset drawings depicted scenes from Drake's voyage. One inset was labeled "Portus Novae Albionis". The scale was not given.

Power thinks this Portus represented Belvedere Island and Tiburon peninsula. The Guild thinks it was a drawing of the Estero at Drake's Bay, which now does not exactly resemble the map because of tides and currents which shift the sand from year to year.

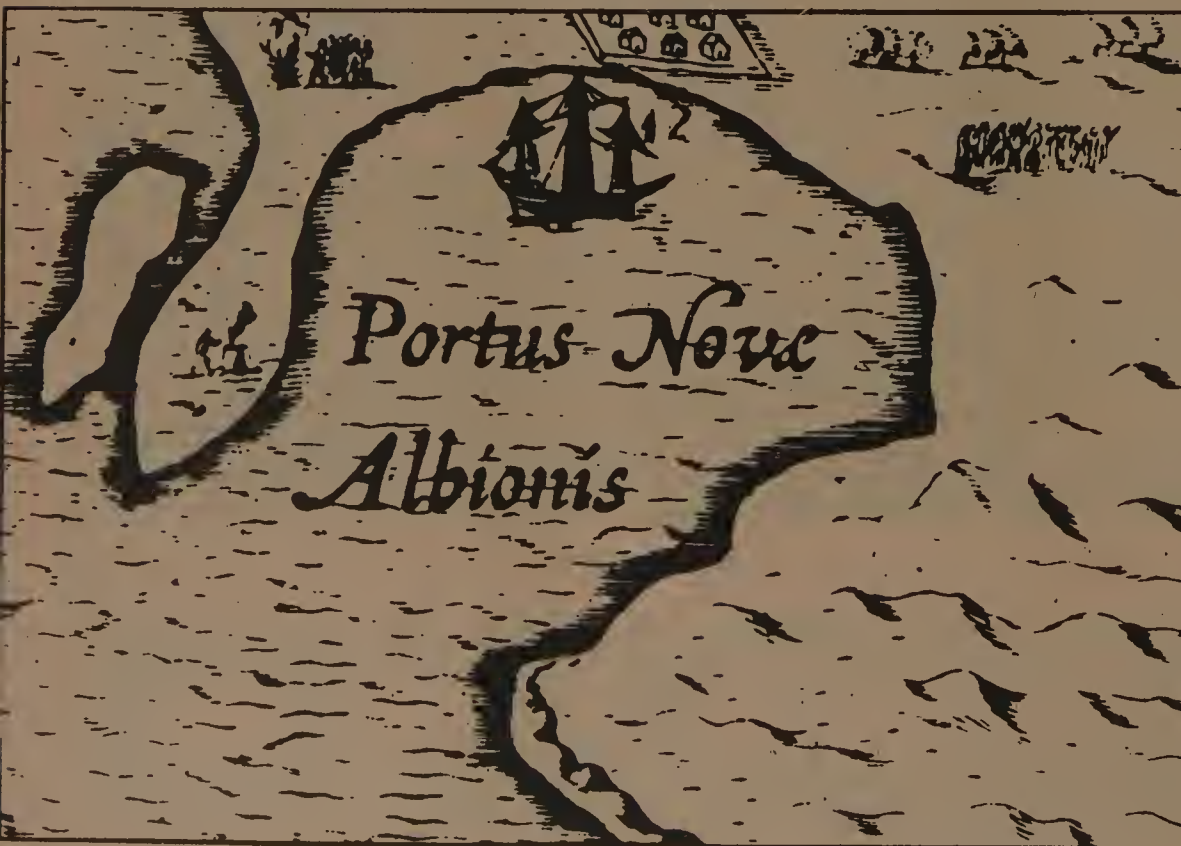
Other clues related to what Fletcher thought was a cony, but could have been a ground squirrel or pocket gopher, which he reported existed in the thousands near the careening site; "trees without leaves", large and fat deer which must have been tule elk; and a "plate of brass" which Drake had caused to be planted at the site on a sturdy post.

At a recent three-day hearing conducted by the State Historical Resources Commission, the two sides had a face-out, with double slide shows, blown up maps and very smooth and polished presentations, plus field trips to the actual sites.

The Commission heard all the arguments but could not bring itself to take a stand for either of the two main proposals, even though the Guild had offered the expert testimony of about 15 authorities in various research disciplines who gathered at the Pt. Reyes Station hearing to favor the Drake's Cove site.

A cruise out of San Francisco bay almost to Bodega Head found about 70 interested persons on board a navy boat in what Fletcher would have called

The cornerstone of Power's argument — a corner inset from a map by Jodocus Hondius. Is that the Tiburon peninsula and Belvedere to the left side?





The Commission eyeballs Drake's Bay before not making a decision.

"thick mists and most stinking fogges". The fog was impenetrable throughout the cruise until the ship returned to the bay. It was a perfect example of the zero visibility described by Fletcher. A man in a rowboat would have been hard pressed to find the Golden Gate.

The Commission did not win any popularity points in any quarter by refusing to come to grips with the issue. One observer remarked it was an instance of "the mountain laboring and bringing forth a cony".

The plate of brass was actually found near the San Quentin site more than 20 years ago and has been subjected to many tests, but has not yet been disqualified entirely.

But the rest of the Power argument didn't strike many observers as being very realistic. Not only did the Hondius map not truly depict Belvedere Island and Tiburon, even though Power had subjected 10 points of similarity between it and a U.S. map of 1952 to a computer and it had fed back a 96% match. The big

sticker, though, was how anybody could have spent 37 days in San Francisco bay as a new discoverer and never made a mention of its vast shelter, "enough to hold the entire navies of every nation on earth" as one writer put it.

A professor from the University of San Francisco, an authority on 16th century Spanish maritime history, said 11 ship voyages were sent out by Spain charged with discovering a port on the Pacific Coast and every one passed by the Golden Gate and never found the harbor, which was finally discovered by land in 1775 by Portola's expedition.

Meanwhile, as both sides fumed at the no-decision, another group of people appointed as a result of legislative action was planning an International Conference of scholars to celebrate the 400th anniversary of Drake's arrival on our coast.

It is called "The Sir Francis Drake Quadricentennial Commission" and it will conduct seminars and scholarly lectures in Los Angeles, San Marino, Berkeley, Oakland and San Francisco, but no cele-

bration will be held at any of the controversial sites because the legislature forbade the Commission from taking sides in the argument. This will be in June 1979.

Personally, I think it is just as well it ended this way, at least for the present. These dedicated men who have devoted so much time and energy to furthering their individual points of view will therefore be able to continue studying and hunting for old maps and moldy documents. Perhaps they may even find old Drake's log and journal which he handed to Queen Elizabeth on his return to England in 1580. She promptly deep-sixed these dangerous documents which told of his raising hell with the Spanish in the New World and loading his ship with treasure from the gold and silver the conquerors had in turn plundered from the Mayan and Incan civilization. The queen wasn't ready to fight Spain just at that time.

— fredric graeser

MAZATLAN

photographs by mike turner

You keep Mexico to the left until Baja dead ends, then you take a hard left turn and sprint all out across the Gulf to the finish — if you have wind. That's how these Mexican races are run, and last November's Long Beach to Mazatlan run

provided the standard fare. But it was a might slower on the Baja leg than anyone had counted on.

Cooks equipped for a fast trip were gazing into scanty pantries and talking about Topsider stew by the time they got

Jim Walters at sunset on Ondine.



Here's a shot for the ladies — Tim Nash

to the Gulf, and it was so slow that Fred Preiss' first finisher 'Christine' took eight days to cover the 1032 miles of the course.

When a northerly finally filled in for Preiss' "84 foot canoe" and the other Class A leaders as they closed on the finish on their last day out, the same wind arrived for the fortyish footers of Classes C and D (still outside Cabo) providing, for the back of the fleet, a fast finish to a slow race, zipping in Class C for the top three corrected places overall. First overall was the Choate-Feo 'Fiver' owned by designer Dennis Choate.

Five Bay Area entries competed in the 33 boat field, with a good many locals also spread through the crews of other entries. It was light air right from the very start off San Pedro as some boats went in-shore and others went wide, all going slow.

Nick Frazee's San Diego-based 'Swiftsure', 58 feet of aluminum Frers built at Eichenlaub's yard — which Frazee owns — played the beach throughout most of the Baja leg with enough success to hold



70 degrees off course to maintain speed."

But 'Christine's' crew was not above relaxing once they had first-to-finish in the bag. 'Christine' crossed the line as a ghost ship, with all the crew hiding below, one steering by hand bearing com-

pass from the deeply-recessed helm station, and the spectator fleet peering and peering and Fred Preiss' wife calling in a voice growing steadily higher in pitch as she saw no sign of life, "Fred! Freddy? FRED! . . ."

— kimball livingston

Commodore Tompkins checks the set of sails on Ondine.



the corrected time lead until the fleet reached Magdalena Bay. 'Swiftsure', always happy in light air, slipped later to fourth overall but corrected to first in Class A over Huey Long's 79 foot 'Ondine', which was racing with Mill Valley's Commodore Tompkins as sailing master.

A first class contingent of maxis — 'Christine', 'Drifter', 'Ondine', 'Merlin', and 'Ragtime' — finished in that order. The big boats were tightly grouped, closing on the eastern shore of the Gulf of California when the northerly filled in early on their final morning of racing. 'Christine' finished first at 13:25 November 12, with 'Drifter' arriving only half an hour later, followed in another two hours by 'Ondine', which averaged 6.03 knots over the course.

Vallejo's Bob ('Amateur Hour') Klein, one of 14 crew aboard 'Christine', remembers, "We had to work for every mile. We never ever took the spinnaker pole off the headstay. If we did, the boat died (with the apparent wind moving aft and slowing down). We would sail up to

SUPERB SAILORS

With the completion of the "Superb Sailors" series, I thought I would jot down some reflections and impressions I've had along the way.

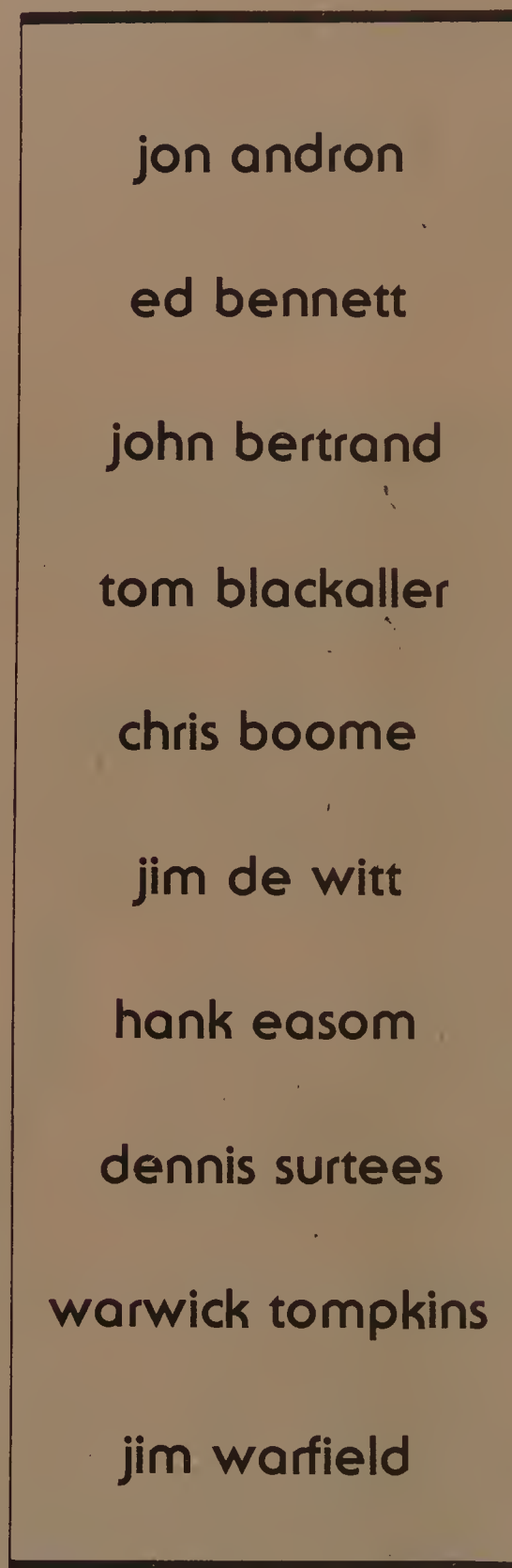
From Andron through Warfield, it was a great experience meeting these exceptional sailors. They're a fine group and good company. It seems to me that they have a great deal in common — they are curious, imaginative and capable — the kind of people who you would like to be with if you were stranded in a perilous situation.

Warwick Tompkins epitomizes the quality of inventiveness. I'll never forget looking up at his garage ceiling and seeing bicycles suspended by use of ropes and pulleys. Or the imaginative way Dennis Surtees stow's the family's seven pairs of skis — they are lined-up against a wall and held in place by shock cords.

Seven of the ten "Superb Sailors" had their father's teach them how to sail (Warfield's, Blackaller's and Bennett's first boat was built by their respective fathers) and I guess this statistic underlines what psychologists say: that parental modeling is enormously significant. The bonding that occurs between an activity and the early experiences associated with it last for a lifetime. I think it is more than co-incidental that these offspring are successful in an activity previously shared, in fact introduced by, parents.

As a group, these individuals share some other qualities. They are extremely intelligent, they are quick learners with good memories, and are probably the guys who would do well in the spatial relations section of an ability test. They are also mechanically inclined and are sensitive to physical changes. (When it comes to innate ability, Jim DeWitt probably has as much as anybody.)

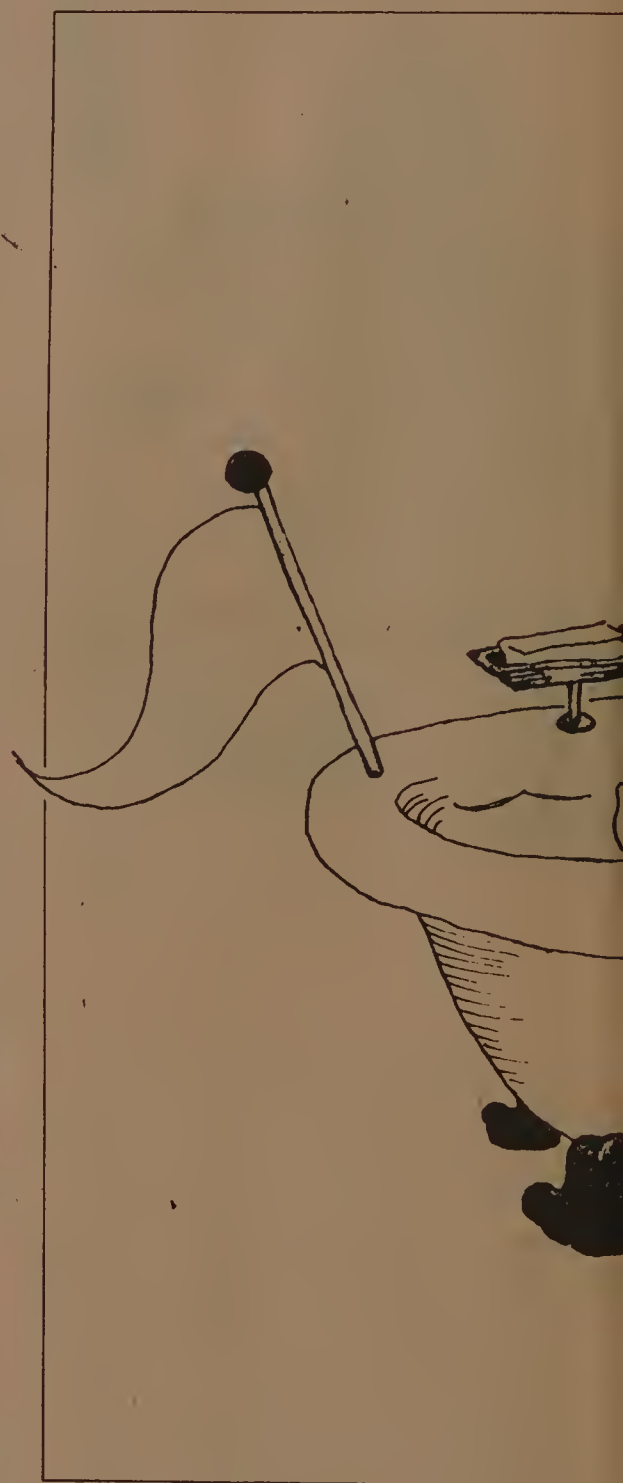
For the most part, these men do not have "exceptional" minds, their given abilities are not innately superior to less successful sailors. That is to say, there is no "magic" to their success. What seems to be important is that they got an early start (most by ten years of age) and have continued to have plenty of experience sailing. Their achievement is more a result



of commitment and persistence than from having a bag of tricks.

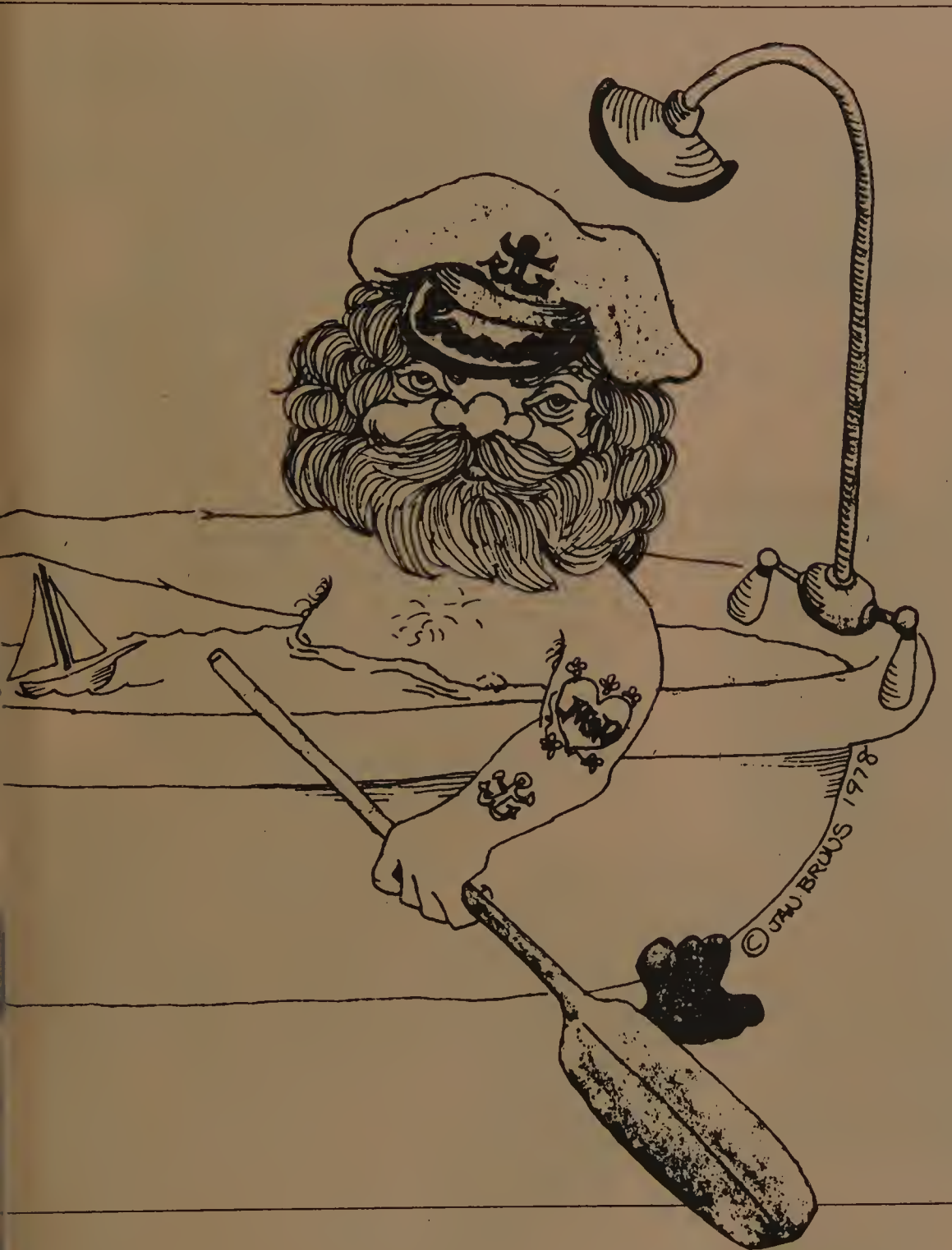
While all ten acknowledge the importance of physical training, they jog or whatever so that they will sail better. Boome, Bertrand, and Bennett are the exceptions, and are much more into the physical part of the sport.

I couldn't help but being struck by the fact that nine out of the ten subjects have



blue eyes. I'm beginning to wonder if blue-eyed persons have some sort of advantage on the race course. Could it be that they have superior distance vision — can Bertrand see the wind on the water earlier, can Boome spot the weather mark before the others do? (If there's an ophthalmologist reading this who has some scientific information relating to this subject, please speak up.)

CONCLUSION



overwhelmingly important for some, that several found Nature to be a bit of a nuisance.

When it comes to winning, it seemed to me that no one wins with as much euphoria as Blackaller. That is not to say the others like to lose. As someone interviewed said, "Show me a good loser, and I'll show you a loser."

Most of the group said that they find losing a valuable learning tool. They carefully analyze a race and try to isolate the detrimental factors. Bertrand does this particularly well. Of course, John's goals go so far beyond what we ordinarily think of as success.

If I had to pick the two extreme opposite types, it would be Andron and Easom. Hank's sailing is so much a seat-of-the-pants operation, while Andron is a child of the computer age. Andron thinks in mathematical terms — what is the percentage of risk involved in a particular move, how well is a boat apt to do in a regatta by ranking the boat's past performance, each crewmember — weighted of course by his degree of responsibility, etc.

But what is true for both men, and for all the other "Superb Sailors" as well, is their boyish enjoyment in boat handling. I just wonder if having that direct line to childhood — somehow re-experiencing that top-of-the-world playful feeling — isn't very important in the whole process of being a successful sailor.

It was refreshing to meet a group of Californians who aren't trying to "find themselves". These ten men's lives are structured; they have a sense of purpose. (If they have one fault, as a group they tend to be self-centered.) Seemingly, the only thing they are "trying to find", is time in the boat.

Obviously these men are just a few of the superb sailors racing on San Francisco Bay — they just happen to be the ones who are most visible at this particular point in time. But they are a fine, representative bunch. They're open and alert, they're competitive, skillful, individualistic sportsmen. And, after all, isn't that what yacht racing is all about.

— marilyn yolles

Perhaps blue-eyed individuals are favored from childhood and develop a better self-concept early on, which leads them to become more successful as a group than those with brown eyes. (If you think this speculation is absurd, consider that at least one sociologist has studied the correlation between eye color and athletic roles. He concluded that blue-eyed players hold the most

responsible positions on team sports. For example, a majority of quarterbacks are blue-eyed.)

I was surprised to find that most of the "Superb Sailors" I interviewed were basically unconcerned with the natural beauty of the wind and water — they were preoccupied with the adventure, speed and winning aspects of sailing. In fact, the competitive aspect was so

PERRY



photo by alan rutherford

The Perry family: Jill, Max, and Bob.

"i won't rest until i can design a 37-foot cruising boat
that sails as fast as a 37-foot racing boat."

THE LATITUDE 38 INTERVIEW

BOB PERRY

interrogated, taped and edited by alan rutherford

Alan: We can't start by calling you one of the hot young designers, because you're pretty well established. Would you agree with that?

Bob: Well, I'm 32 now, I'm not young . . .

Alan: In 25 words or less how would you describe yourself as a designer?

Bob: My office has a very well-rounded approach to yacht design. We've never specialized in one type of boat, and yet we've done everything from ultraheavy displacement to two-tonners and quarter-tonners. We've pointed ourselves to boats that perform better than the traditional cruising boat, but within that first priority we've designed every type. We're very versatile and I think we've applied ourselves a little more to the subjective side of design than some other designers.

Alan: Lately you haven't done many quarter-tonners or two-tonners. Are you doing, or do you want to do, any more racing boats?

Bob: Sure, I'd like to do more racing boats, but I don't see doing racing boats as being necessary to the office doing better and better work. Certainly we learned doing racing boats how to quantitatively investigate hull shape but we've come up with our own ways to do that with cruising boats that don't have race records to look at. The business seems to be in cruising boat design, and there's a lot more creative freedom . . .

Alan: By self indulgence, do you mean race boats are more fun?

Bob: No, racing boats are not more fun. The result is so dependent on the skipper and crew of the boat, and if the skipper puts together a good crew, then you can trust the results, but if the skipper is always looking for crew and sailing less than optimally prepared, then you can never trust the results, and you can never tell if you did a better design or worse.

Alan: How about a 12-meter?

Bob: Some people have jokingly suggested we do a Taiwan 12.

Alan: A 120,000 pound 12-meter?

Bob: Yeah, with teak decks standard. No, I don't have any desire to do a 12-meter. Meter boats don't interest me simply because that rule is so archaic. People don't realize that the shape of the 12-meter is not the shape of speed. It's the shape that's demanded by that rule. There's not a lot of personality in a 12-meter. We like developing personalities in our boats. We like them to look different, to be different.

Alan: You seem to be pretty big on esthetics. Have you ever done a boat you thought was ugly?

Bob: Yeah, I've designed a few ugly ones. I didn't think they were ugly at first, but it takes a long time to develop your eye to the extent that you can draw a drawing on paper and know what it will look like in real life, because they do not look like the drawings.

Alan: I feel more comfortable talking about racing boats because there is a structure to talk in, and a basis for comparing one boat with another, but as you said, the market is in cruising boats and that is also what you are better known for doing. I'm impressed with the number of your designs that are in production by builders. How many production cruising boats have you designed?

Bob: I'd say about 30.

Alan: That's a lot. Where do you think that puts you compared to other designers, past and present?

Bob: I think we had about ten boats at the Annapolis show this year; more than any two other designers combined, and we have a lot of boats on the drawing boards now that won't be out for another 18 months. We're doing a lot of production boats, and I think the more we do, the better we get at it. We're able to apply a lot of specialized design into the production boat field, and try to make the production boat not the poor cousin to the custom boat but the better of the two.

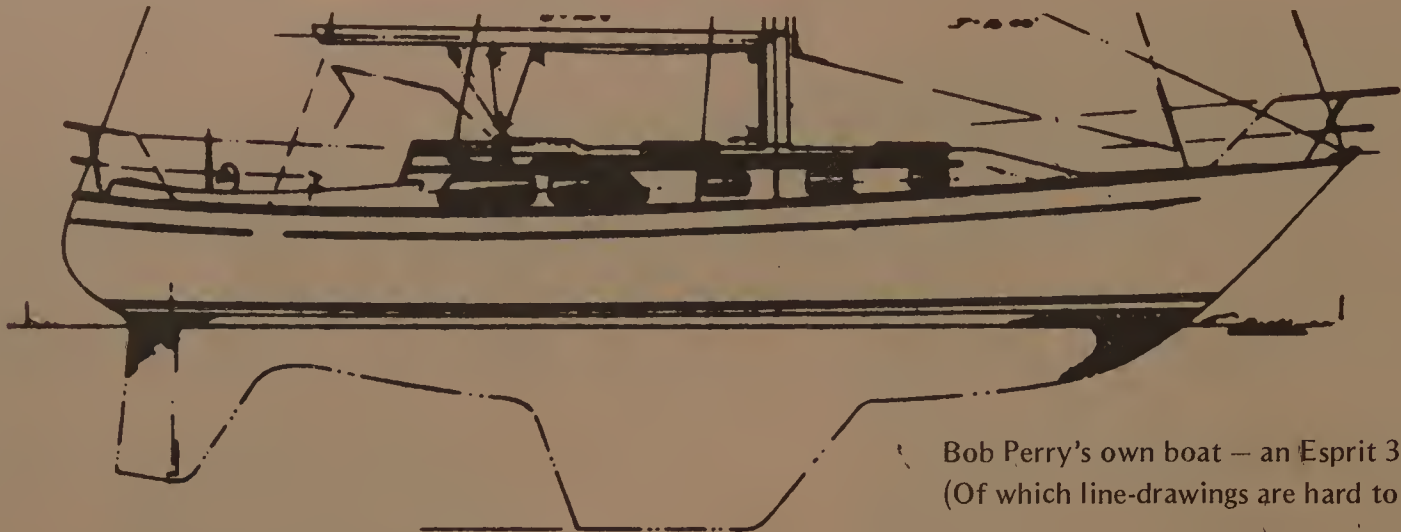
Alan: Why are you doing so well?

Bob: Well, I ask myself that and I always answer myself, "Because I'm good."

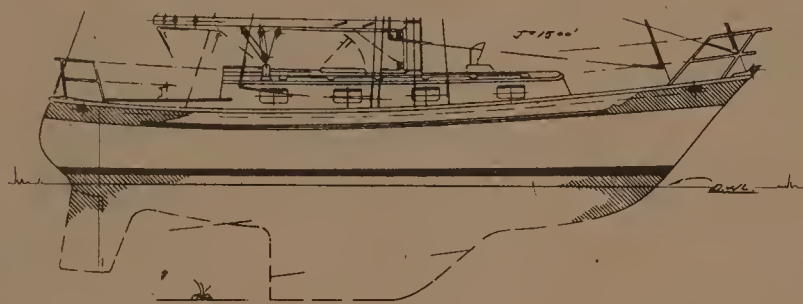
Alan: Be more specific.

(continued on page 68)

PERRYDOXICAL DESIGNS



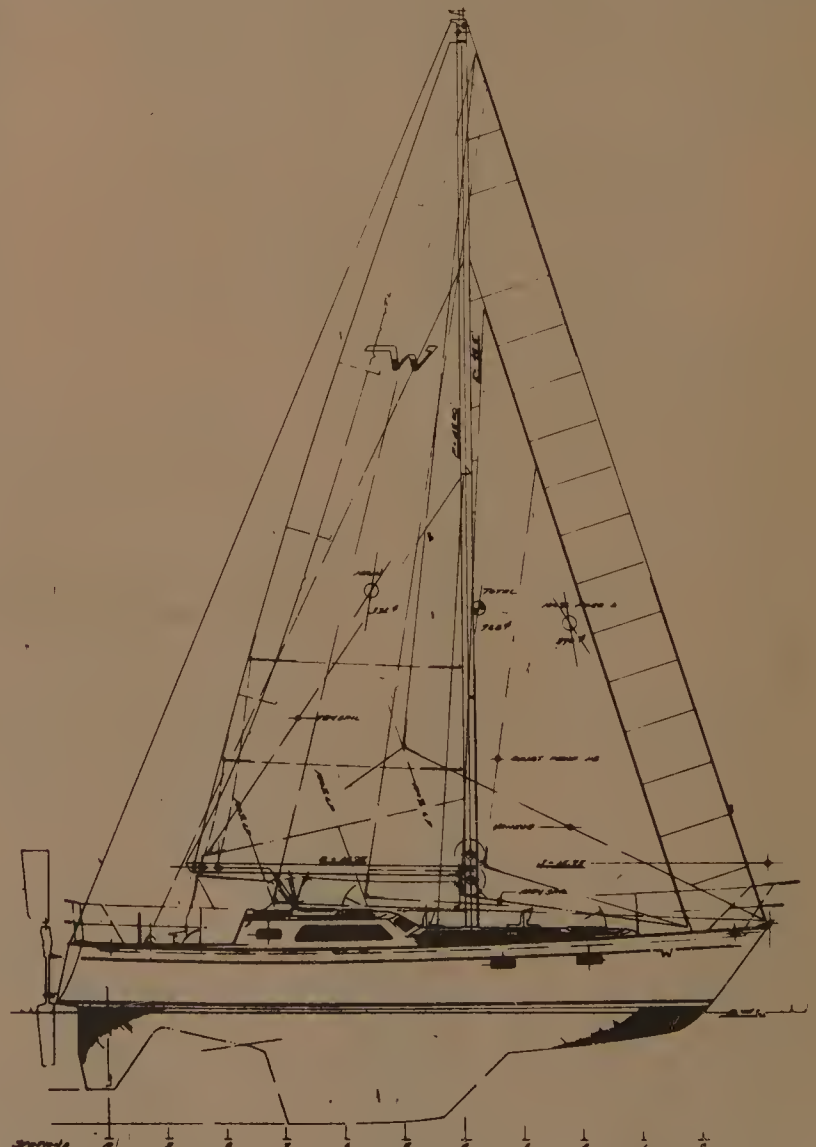
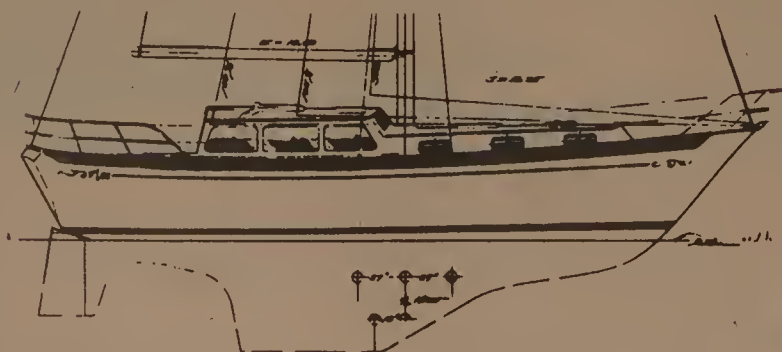
Bob Perry's own boat — an Esprit 37.
(Of which line-drawings are hard to come by).



As we view it, there were two boats which 'made' Bob Perry. One was the Valiant 40 (whose smaller sister, the 32, is pictured above) which was the boatbuyers dream-compromise between Westsail-type cruisers and the traditional 'racer / cruiser' that had been marketed by Cal, Ericson, Ranger, Islander, Pearson as well as others.

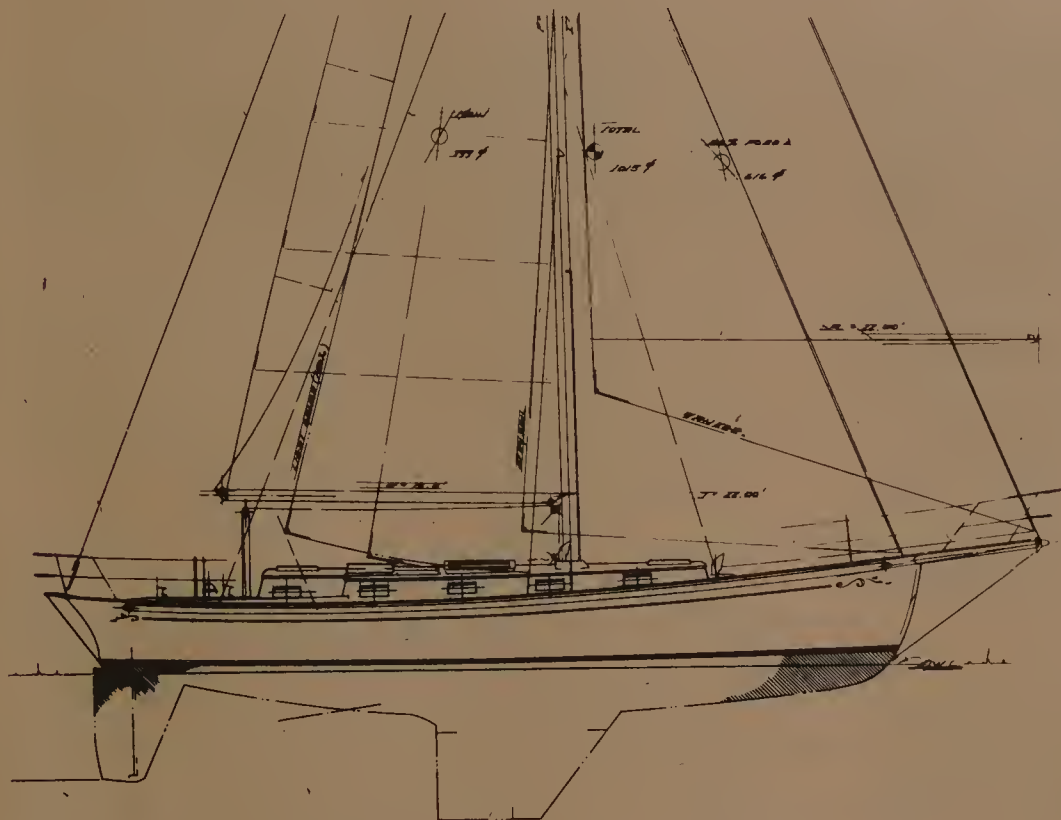
The other important boat was the Freeport 41 which was a Perry workover of the Charlie Davies Islander 40 motorsailer. The Davies' 40 had been a flop in the marketplace, but Perry's Freeport scored with the boating market and saved Islander a bundle by not having to junk the expensive tooling for a forty foot boat. Perry thereafter did the Islander 28, the 26, the 32 and the successful Freeport 36 (pictured below).

— latitude 38

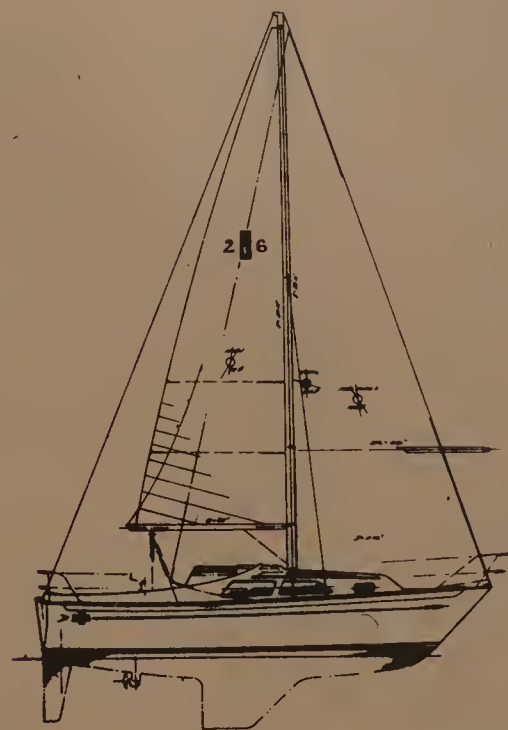


Westsail has always been synonymous with full-keel boats — at least until this new 11.8 meter. We don't know if Westsail was led into the short-keel territory by Perry, or if Westsail asked Perry to lead them.

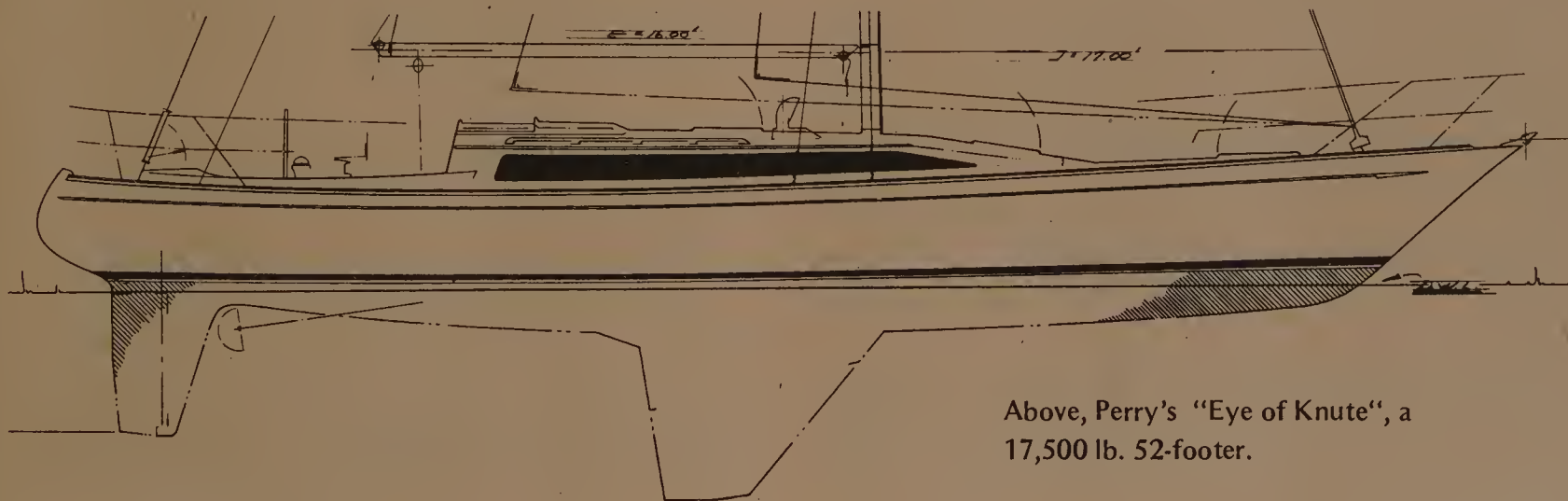
PERRYDOXICAL DESIGNS



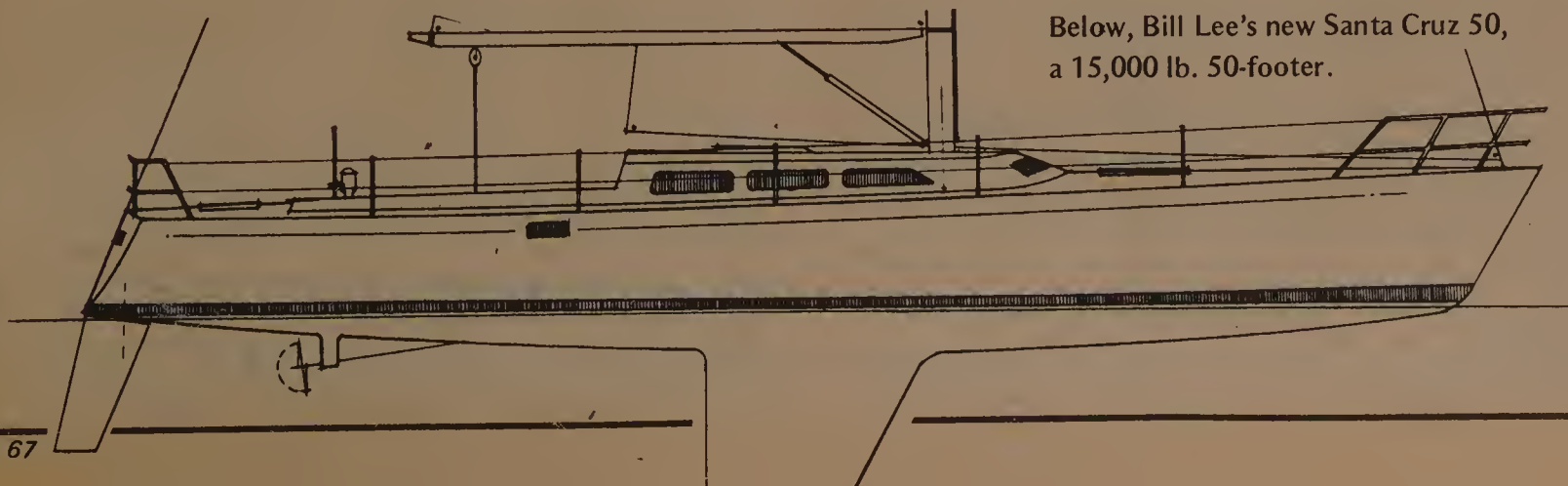
A Bob Perry trademark, the 'traditional' topsides with a 'modern' underbody. This 41-footer was designed for Doug Fryer.



Islander's Bahama 26, a 'normal' looking racer / cruiser.



Above, Perry's "Eye of Knute", a 17,500 lb. 52-footer.



Below, Bill Lee's new Santa Cruz 50, a 15,000 lb. 50-footer.

Bob: I think we bend over backwards to help the client get what he wants. We don't have a stock type we're going to shove down the throat of each client. We tell each client, "Assume you can have the moon when you walk in the door. Assume you can have your wildest dreams come true in this design, and one by one we'll whittle them away and bring you to reality, but let's start on a very positive note." If the client wants 7-foot headroom but he wants a low, sleek profile, if I can't give that to him within reason I feel it's my failure. I really enjoy the challenge of very tough requirements to meet, because they produce the boats with the most personality and character.

Alan: I wanted to talk about the Bob Perry type of boat, and it sounds as though you'd tell me there is no Bob Perry type of boat?

Bob: Absolutely not! There may be to you, but to me they're all different.

Alan: I have heard people say, "It's got a round stern. Perry must have designed it."

Bob: If you looked at all our designs, you'd find that only 25% have round sterns; the rest have transoms. I don't push one type of stern over the other, although I do have a personal leaning toward the "Valiant-type" stern. It appeals to my eye, esthetically.

Alan: What's the difference between a canoe stern, such as the Valiant's and a double-ender?

Bob: I tell the people that all canoe sterns are double-enders, but not all double-enders have canoe sterns. I define a double-ender as any boat with a point on both ends.

Alan: Underwater, wouldn't the Valiant 40 be more similar to a transom-sterned boat? You could lop the stern off and put a 6-foot wide mahogany board across there and call it a transom without changing the underwater lines.

Bob: Right. That's how you define a canoe-sterned boat. It's one that actually has an overhanging counter aft and a pure double-ender would be like a Westsail-type where the stern post comes right up at the aft end of DWL and the boat terminates there.

Alan: What's hot and new in cruising design, and particularly I'm thinking of some of those things that you see in race boats, some of which are throwbacks rather than progress although they may be applied better, such as 3/4 or 7/8 rigs, hydraulics, carbon fibers, super lightweight boats, and so forth?

Bob: Well, we don't have the impetus to use exotic materials like a race boat because in dealing with cruising boats and displacement-to-length ratios greater than 225 or 230 for the most part you have the room to provide structural stiffening without the use of exotic materials. We are going to fairly complex floor stiffening systems, but we're not using any carbon fibers in cruising boat hulls, we're doing it with other parts of the structure.

Alan: What about core materials, such as balsa and Airex?

Bob: We always specify balsa for the deck. Whether or not we get it is another matter.

Alan: What about hulls?

Bob: We are doing more and more Airex hulls and we are investigating another material called Klege-Cell. We are sort of shying away from balsa-cored hulls, but I feel that Airex is a very good material for cruising boat hull in that it provides stiffness and insulation.

We're beginning now to pioneer technical advances in hull design that aren't in racing boats. It's always been the advancements have come from racing boats, but we have our own to add. We're going to show in the next 18 months some improvements in hull design that aren't derived from racing boats.

Alan: Such as?

Bob: It's top secret.

Alan: Aw comeon.

Bob: We have some new keel features, the heel of the keel, new ways to treat the toe of the keel, and different fillet treatments of the hull and keel intersections. The Freeport 36 employs a very big fillet. Other areas: I think we're designing the best production boat decks that have ever been designed. I have to give the nod for Dufour and Yamaha as doing incredible deck toolings, but I think you're going to see some decks coming out of this office that are better. Gary Grant, who works with me, has to be probably the best deck designer ever.

Alan: How about rigs?

Bob: We are definitely looking at 7/8 rigs. We've used them in several designs to date: a 26-footer and a 52-footer, the "Eye of Knute" design which I did for myself, and also in others which are not pure cruising boats. I think the big main and small jib has a lot going for it, especially with good jiffy-reefing systems, and hydraulic backstay adjusters and vang to control the main. I really am in favor of hydraulics on a cruising boat. I haven't had a failure with hydraulics myself, so I'm still not scared of them.

Alan: Your designs are pretty sophisticated, but not all the buyers are. How do you deal with that?

Bob: We get two or three phone calls a day from prospective purchasers or owners, or sometimes they'll come into the office, and it's tough. A typical conversation will go like this: "My Mystery 34 has weather helm. What's wrong with it?". I used to really go into it with people and try to discover why the boat had weather helm, but now my first question is "How good a sailor are you?". Some people are very bad, and they don't know. For instance I'll say "Where do you put the mainsheet traveler?", and the typical reply is "Oh, we just leave it in the middle. We're not racers.". Then you get an idea of how the people sail. We had one couple come in and tell us their boat was terribly tender, said they'd beat all the way back from Fiji with the stanchions awash, and I asked them if they know how to sail very well, and they said well maybe they didn't. When a person sails that many miles with not only the rail under but the stanchions awash . . . it wasn't my design, by the way. Another guy said his boat was hard to steer downwind. It's a long-keeled design that we did, and I've sailed the boat, it just tracks like it's

Baba 30 would be another boat that's built very close to the design . . . thin ice . . . this subject is thin ice . . . I'm speaking here only of sticking exactly to the letter: Valiant and Pacific Far East . . .

Alan: Of course I'd rather have you mention some that screw up, but you're not going to do that, are you?

Bob: I'm darn tempted. I've been a little unhappy with a builder in (deleted) who builds the (deleted).

Alan: Why?

Bob: He substitutes his details for mine. It upsets me.

Alan: You've got time to retract that.

Bob: For the record, professional prudence doesn't permit me to mention builders that don't follow plans, as they are current, royalty-paying clients.

Alan: What does "Baba" mean?

Bob: It's how the Taiwanese said "Bob Berg". He was the American coordinator of that project.

Alan: That's about as obscure as any I've heard lately. You were talking about getting phone calls from prospective purchasers. Do you encourage it, and are you more candid on the phone than you can be here?

Bob: I'm 100% candid on the phone. Sometimes people will call and have 3 designs in mind, 2 of mine and one of someone else's, and I'll recommend the other person's design. I don't encourage people calling because it wastes a lot of time, but, like most people in the boat business, I enjoy talking about boats and find it difficult to turn these people away. I enjoy one-to-one conversations with people.

Alan: I've noticed that. I've wondered how you ever get anything done.

Bob: I work very hard the rest of the time, but I have very good people working for me. Sallie Reynolds and Gary Grant, and my faithful secretary, Connie Cuff. We've worked together for over two years as this group, and we all know each other's strengths and weaknesses.

Alan: That doesn't sound like a large office.

Bob: It's not large, but it's average. My education never prepared me to be an executive. At one point when I had three people drawing, I found myself just flitting from drawing board to drawing board. My forte is drawing. I'm a draftsman. I don't enjoy being an executive, because it takes me away from my skill.

We have a lot of creative strength in this office. Sallie had been a sailmaker and had a degree in architecture before I offered her a job as a yacht designer — we call her a yacht designette. Gary had been a shipwright and a draftsman, and had worked in a yacht design office, and I felt he was an incredible talent. Our lack of total years in the business doesn't bother me, because at this point there are so few people worth copying. There's so little information from the past that will really help us today. In cruising boat design, there's new ground being broken in every design.

Alan: Would it be going too far to call the Valiant 40 a

on rails. So I asked him how he had his sails, and he said "Well, I had my main out to port, the staysail out to starboard, and the Yankee out to port," and I said, "Well, that's wrong! You've got all the big sails on one side of the boat." So then he changed his mind about how he'd had his sails, but I really felt he'd put his foot in his mouth. I'm sure he sailed thousands of miles with his Yankee poled out on the wrong side.

But we have to address ourselves to that type of sailor. We can't specifically design for the new boat owner, the uninitiated. The boats would be pigs. We'd rather design the boat to perform well under the control of somebody who knows what they're doing. Someone who knows what 4 inches on the traveler can mean; it can mean a lot. We assume the educational level is getting better . . . I think it is. People are becoming more willing to accept controls, new sail gear . . .

Alan: What do you think about spinnakers on cruising boats?

Bob: I think they're great. I have two on my boat. We fly them whenever we cruise.

Alan: Just you and Jill?

Bob: Yes, I don't put the spinnaker up when I'm by myself, simply because it's not economically prudent, but Jill and I will fly the spinnaker, and for a long downwind run, it breaks the boredom. It's something to play with. They're pretty sails and I like to use them. We have a 1½ oz. narrow-shoulder chute specifically for cruising. It's harder to rip, easier to control.

Alan: Are you happy with the way builders transform your drawings into boats?

Bob: We do very complete lines drawings. I'm very proud of our lines drawings; I do them myself and I worked with a fellow named Yves-Marie Tanton years ago, and he was a master at drawing lines. I watched and watched, and I really owe him a debt of thanks for teaching me the patience to do good line drawings. When a builder gets a set of lines from us, there's very little room for error if he lofts properly.

Alan: What about the other things a builder can do to screw up a design? You were talking about specifying balsa core in the deck and not necessarily getting it.

Bob: That is a very big sore spot, so sore it's almost gangrenous now. The thorn in our side is builders who don't build to our specs. We know right from the beginning some builders are not going to build to our specs. Certain production builders have their own engineering staffs and draftsmen, and they're going to plan the structural details of the boat, and they're going to use a layup that they have empirically arrived at from their other products, and sometimes they will make it the minimum they need to get by. We don't approve of that and we usually make formal note of that but we still can't control it. A few builders build boats exactly the way we design them in this office.

Alan: Would you name some of them?

Bob: Valiant is one, and another is Pacific Far East, the builder of the Laffite. We have a couple of other clients who do a very close job. I know I've slighted somebody here . . . the

breakthrough or a turning point?

Bob: Not a breakthrough, because I can see all the other designs that were around before the Valiant that in some ways were still better boats. But in the eyes of the public and the media, it was a yardstick, or a turning point. The importance of the Valiant was that it was called a cruising boat, and it presented some new things in cruising boats. I still get asked "Isn't it really a racing-cruising boat?" Hell, no! It's just a cruising boat, one that happens to be enjoyable to sail. And it looked right. Whether or not people liked it, they could tell one when they saw it; it created an identity.

Alan: It also created a few imitators.

Bob: Right! And I don't care for that at all. Some of the designers who used to laugh at it, who said you couldn't cruise with a fin keel, have outright copied it.

Alan: Whom do you copy?

Bob: I try not to copy anybody.

Alan: OK, who influences you?

Bob: William Garden for one. Not that I like all his designs, but he has a very highly tuned eye and sense of proportion, and unique ways of doing things. Another was Phil Rhodes. I thought his designs were very beautiful. But the designer who influences me most today is Gary, who works with me.

Alan: What are some of your new designs going to look like?

Bob: "Eye of Knute", which I designed for myself, is going to be 52 feet long and weigh 17,000 pounds.

Alan: That's a cruising boat?

Bob: It's a cruising boat. And we have another called "The Miraculous Tortilla" that's a little longer and slightly heavier.

Alan: What are you doing to get it so light? Taking any pointers from Bill Lee?

Bob: Lots of pointers from Bill Lee. I've sailed on "Merlin" and raced against "Drifter" and it was very revealing. There is a lot of potential in applying that type of design to some cruising boats.

Alan: That's about half the weight you'd expect in a boat that long. How do you do it?

Bob: For one thing, the beam is only 11 feet.

Alan: At another point on the spectrum, Donald Street likes long narrow boats, although I think that's more for the accommodations.

Bob: Well, it's so easy to get a fast boat by making it skinny. Another benefit is the feel to those long, narrow boats, like an Etchells or a 6-meter or a Soling, and I'd like to impart that feel to a cruising boat. And I think we've reached the limit on wide beam.

The joinerwork's much simpler in a boat like this; you don't have staterooms off of corridors. We're also reducing the tankage. Cruising boats are damned with an incredible amount of tankage. People want 100 gallons of fuel in a 40-foot boat.

Alan: That's enough to power for a week.

Bob: They want to be able to motor from here to Hawaii.

Alan: I want to talk about power boats later, but about your ultra-light cruising boat . . .

Bob: Want to look at it? Here (pulling out a drawing) isn't that the sexiest-looking thing you ever saw?

Alan: Merlin, as done by Perry.

Bob: Similar, but the bow is different, so's the stern, the keel, the rudder, the style.

Alan: What you've got here is 40-foot accommodations in a 52-foot boat.

Bob: You don't compare it to 52-foot boats. Compare it to boats of similar displacement, because that's what determines the price.

Alan: On that basis, compared to a Cal 40, you've got about ten more feet on the mast, 11 more on the waterline length, more room inside, and about 1500 pounds more displacement.

Bob: I was able to spread things out a bit. You'll notice the galley is 9'5" long.

Alan: You did this for yourself? You just got a boat.

Bob: You know designers. The ashtrays got full.

Alan: You don't smoke.

Bob: Just think about it. Look at that sheer, isn't that exquisite? Look at that bow, the sensitivity in that stern. And I'll probably sail it with that jib all the time. I'm through with genoas.

Alan: What else are you doing?

Bob: There are two completely different boats that are very interesting. The Seamaster 46 is a motorsailer with fin keel, skeg rudder, inside steering, and aft and center cockpits. Trawler yacht accommodations on a sailboat hull. It's very unusual and has tremendous appeal.

Alan: To whom?

Bob: To me! I'd like to take the stigma off the term "motor-sailer". It means a bad-sailing boat that you can steer inside. I want it to mean a good-sailing boat that you can steer inside.

Alan: What's the other one?

Bob: Sort of the antithesis to that; the Sunlight, built by Sun Yachts. It's a 5,000 pound 30-footer with an open transom, a dagger board, fine bow, big flat stern, and fairly nice accommodations. It's a maxi-wide trailerable boat. That's a new concept, and we're having a trailer designed for it.

Alan: You're really trying to convince me there is no "Bob Perry type" of boat, aren't you?

Bob: Darn right. And another thing, none of our designs originate with a sheet of paper laid over another set of lines. I really don't believe in that. I like to start with a blank sheet. My previous designs influence me very heavily, but we never simply modify one design to produce the next, as some designers do.

Alan: How many designs can you handle in the office at one time?

Bob: We've got about 5 right now. Besides those two, we have 44 and 47-footers for Cheoy Lee, a 26-footer, and the Valiant 50. Also we have a few preliminaries out we haven't signed contracts for.

Alan: Are any of them custom boats?

Bob: We have some custom preliminaries out, but custom boats don't attract me the way you think they would, because if I sell the same design to a builder, it's more money to us and the builder can do a better job on it.

Alan: What does it cost for a custom boat design, and what do you make off one you sell to a builder?

Bob: I've never been asked that before . . .

Alan: I wouldn't have the nerve if this weren't an interview.

Bob: I'd answer you readily if you asked me on the street, and I'm only hesitating because it's an interview.

We charge about 10% of the cost of the boat for a custom boat, less for expensive boats. One way with production boats is to charge the same 10% for the first boat, and then royalties of 1% of the base retail price beginning with hull number 2 and continuing to the sons of the sons of my sons. Another way is say 5% and then 1½ or 2% royalties. Then there's what we call the "fat flat fee".

Alan: Speaking of your descendants, I've met Alexander and you were telling me Jill just had a baby?

Bob: Yes, he's two months old. He was 11 pounds, 6 ounces when he was born; a heavy-displacement baby.

Alan: Rounded stern?

Bob: Definitely. He's named Max, after the Rock and Roll editor of an underground Boston newspaper in a film.

Alan: I've been looking for an opening to observe that as a yacht designer you've come a long way for a guitar player.

Bob: In the 9th grade, I got kicked out of the school band for misbehaving and went into a mechanical drawing class halfway through the semester, and discovered I was a natural. I loved it! And I was interested in boats, so I wasn't just sketching them, but I was drawing them with instruments. I was pretty unimpressive academically, but I studied and studied yacht design, as only a kid with a hobby can do, and later guitar playing became a way of supporting my habit. I could play at night and draw boats. I even worked for a year at no pay for a designer, because I could support myself with the guitar at night.

Alan: You not only played at night, but the group also made a record, didn't they?

Bob: We made two albums . . . It was a great way to grow up. Quickly. I did a lot of traveling and had a lot of time to read. Of course nobody in the band related to the fact that I wanted to be a yacht designer, and when I see them now, they still don't really know what that is. In fact it's only been the last eighteen months my parents have believed I have a real job.

Alan: Does this music background relate to the name of your present boat?

Bob: "Ricky Nelson"? Maybe in a way. It's just a name I like the sound of. It might have something to do with watching the Nelson family on TV. I was always impressed with their solidarity. Also there's a long tradition of naming boats after men.

Alan: Where did "Eye of Knute" come from?

Bob: "Eye of Newt" is the sorcerer's ingredient, along with snake livers and so forth. "Newt" became "Knute" as a sort of Scandinavian pun.

Alan: Does it indicate any heritage from Merlin, the magician?

Bob: Absolutely not!

Alan: Who's going to build it?

Bob: I don't know. I'm still happy with "Ricky Nelson".

Alan: I just saw the ad about your winning the Sloop Tavern Regatta with a female crew.

Bob: People ask me why I have that crew, and it's because they're so gung-ho, so interested, so avid and willing to work. Pound-for-pound, they're better than men. They try harder.

Alan: Do you have any plans for serious cruising?

Bob: Serious cruising! I hate that expression. Are you real serious when you're cruising? I plan to be very unserious with my boat. I've got all the comforts, forced air heat, an enclosed shower stall, a good stereo system, and although I've raced it quite a bit, for the first time I'm really enjoying just messing around.

I set up my boat for single-handing, because with my wife on board, especially with the baby, a good part of the time I'm single-handing. And when she was pregnant, there were a few things she couldn't do. And I really like sailing the boat by myself.

Alan: Anything else you can think of we didn't talk about? Besides rating rules?

Bob: You asked what I think about the future of cruising boat design. I say with some degree of smugness that we can be, and will be, one of the really moving forces of cruising boat design over the new few years. We're well along on the learning curve. In the next 24 months, cruising boats are going to change a lot. There's going to be more demand for good all-around boats, and that's going to put demands on the cruising boat designer for boats that are faster and more comfortable. That's what we aim to provide. I won't rest until I can design a 37-foot cruising boat that sails as fast as a 37-foot racing boat. I don't like being passed by anybody in the same size range. If I pull up alongside a racing boat, and he climbs up to weather of me, that makes me mad! That's an area where cruising boats are behind; windward performance, and I want to close in on that. But the performance is a quantitative analysis, and how do you put factors into that formula? A boat like the Valiant 40 is infinitely comfortable to be aboard, and I just wonder how you balance that against the Go-fast?

Alan: Thanks very much, Bob. It's been interesting. Here, with the compliments of Latitude 38, is their "Pervert's Calendar" for 1979, showing a feature that should be on every cruising boat.

Bob: That's all right . . . (The calendar was duly hung on the wall behind the door to Bob's private office. Right next to the guitar).

POSTCARDS

The two postcards printed here are from singlehanded sailors in warmer climes. On the back of the "Hawaiian Beauty" card, Sam Vahey of Ranger 37, *Odysseus*, writes the following: "This nice lady was waiting on the sand when I dropped my hook into the clear waters off Lahaina, Maui." Sam was holding an 'open house' until December 15th when he planned to continue on down through the south Pacific. Those plans were probably delayed when some friendly

from Christmas to Papeete.

Perhaps you'd like to hear what's happened to the other finishers of the TransPac since the race ended. Robert Wohleb in the *Freya 39*, *Espial*, grabbed a cooler full of cold beer and his charming (but soft-spoken) ladyfriend Allison and took off for the Marquesas. Often times that kind of forced familiarity leads to contempt, but this was not to be the case. From all indications *Espial* turned into a slooped-rig "Love Boat" as Bob and

Rupp's return on his *Triton*, *Nereid*, was a little more exciting than Kent required. He hit some bad weather, his boom broke, and his engine started to break loose — the latter requiring him to cut up bunks to brace the engine in place. Kent is still in the process of putting his boat back together and is still very interested in singlehanded.

Norton Smith and Skip Allan ended up loading their boats on a flatbed truck and having the whole thing shipped back to the mainland. Skip had started to sail back, but light winds and a freight bill of \$900 seemed to change his mind. The only hitch for the two boats was reclaiming them back in the states. Matson lost the papers and wouldn't release the boats. On his own initiative a truckdriver tried to liberate them but when he was stopped at the gate things looked even more suspicious. The boats were finally released in San Francisco just 18 hours before the start of the Santa Cruz 27 Nationals in Lake Tahoe and Norton and Skip wanted to enter *Solitaire*. They drove all night, scrapped off the coral, and then rigged the boat just minutes before the first gun. When it was all over Norton, with Skip on the foredeck, had taken third.

Last we've seen of Skip was on *Merlin* in the Big Boat Series and he's probably sailing right now — maybe headed for the SORC. Norton is currently awaiting the completion of a Tom Wylie designed 20 footer that he plans to sail in the mini Transatlantic race later this year. (Amy Boyer, who almost sailed in the TransPac, just launched a *Wilderness 21*, *Little Rascal*, which she plans to sail in the mini Transatlantic race.)

Don Keenan has probably done more sailing since the end of the race than any



Hawaiian Beauty

folks stole his brand new inflatable dinghy and outboard.

The second card is from Michael Lintner of *My Star*, a *Westsail 32*. The two colorful stamps on the back have the postmark of "Papeete, R.P., Ile Tahiti". Lintner reports that he has now sailed 6567 singlehanded miles since June when he, Sam Vahey, and 21 other eventual finishers left San Francisco for Hanalei Bay on the singlehanded TransPac. Lintner reports a 15-day passage from Honolulu to Fanning Island; 6 days from Fanning to Christmas Island, and 15 days

Allison plan to marry in the middle of January. Michael Lintner is watching the boat in Papeete until the ceremonies are over in California and *Espial* heads on to Singapore.

Harold Upham and Kent Rupp were the only two who singlehanded their boats back to San Francisco. Upham had a relatively uneventful trip in his *Columbia 8.7*, *Joshua H.* From what we've heard he's had his fill of sailing for awhile, but if the movies he took during the trips are any indication, he's likely to have a big career ahead of him in films.

of the others. First he delivered Larry Stewart's schooner, Thales, back to San Francisco, then Thomas Lindholm's Ericson 41, Driftwood, and finally his own Vega 27, Lani Kai. Stewart has his boat up for sale, eventually looking to buy a larger sloop for he and his family to make another trip to the south Pacific. Keenan reportedly is one of three people who have bought one of George Olson's "Olson 30s" with an eye toward the 1980 singlehanded TransPac. Lindholm, to the best of our knowledge has returned to his law practice in southern California.

Darrel Davey, who sailed Uhuru, a Vanguard out of Ventura reportedly has also bought an Olson 30 for that race. Neighbor Philbrook Cushing left Hanalei Bay shortly after arriving and we don't know what's become of him or his Santana 22, Able Sugar.

Mike Pyzel of Santa Barbara temporarily had his fill of sailing after the race. A sailing instructor, he briefly tutored a couple of novices in the nautical arts and wished them well as they departed Honolulu in his Cal 28, Caballo Blanco. Apparently Mike's a gifted instructor as the new sailors made the trip back without serious problem. They even taught themselves how to fly the chute from pictures in magazines — albeit always with the pole on the wrong side.

Bill Collins who sailed the Freya, Robert Quinn, flew back and got his boat ready and sailed in the singlehanded race to Monterey. The Robert Quinn itself was sold in Hanalei Bay to a couple in Washington, and was delivered there.

We saw Jay Varner of the Rasmys 35, Tattooed Lady, at the Big Boat Series where he was resplendent in one of his

Kauai bought Hawaiian shirts. Presumably he's still busy with his San Francisco Sailing School.

Jim Gannon works now and then, in between frequent admonitions and warnings to fellow Freyan Bob Wohleb over the dangers of premature matrimony. The trip back on Golden Egg was a long slog to weather low-lighted by the breaking of a headstay fitting and the running out of fuel in the high. The crew bickered too. Freya carpenter Arleigh

sale to make way for more Freyas, was stopped off San Francisco by both Customs and the Coast Guard. There were no arrests.

Alan Rutherford sailed his Cal 40, Quest, back to Seattle with a couple of friends. He was entered in the 1980 OSTAR, but has withdrawn his entry feeling he doesn't have a competitive boat given its rating and the normal weather conditions. He is considering another TransPac however.



PAPEETE



smoked his pipe too much and quickly reached a saturation level of both Linda Ronstadt and noodles. Huge Hugo turned out to be a closet sugar-eater and put his foul weather gear on so neatly others thought he was dressing for the altar not to put a second reef in. Gannon was criticized for throwing the Pilot Book overboard when the weather wasn't what the book said it was supposed to be. Later he joined Arleigh and Hugo swimming which burned them to no end because sail was still up and nobody was left on the boat. Egg, which is now for

Hans Vielhauer had his Scampi 30, Mach Schnell, brought back to the mainland, and then sailed in the Monterey race. Hans is working hard on future singlehanded projects.

We haven't heard from Robert Coleman of Shivoo, or David White of Intention. John Carson sailed his Crealock 37, Taylor's Landing back to Seattle where he sells that as well as a number of other boat lines. Michael Harting resides in Hawaii, and returned there immediately after arriving at Hanalei Bay.

— latitude 38

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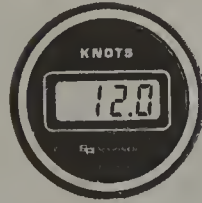
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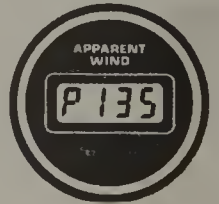
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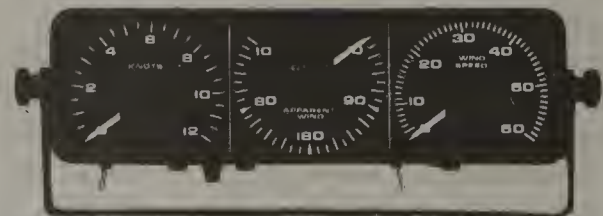


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AMP 50' SHIP-TO-SHORE CORD SET	No. 286	112.44	95.44	\$17
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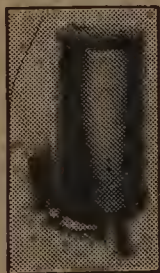
GEMTRONICS GT-1202S White line flasher recorder measures 0-480' in (3) ranges and (12) different scales. The accuracy of this white line recorder is exceptional. It can spot a fish hovering 7 ft. below the surface, sketch the contours of the bottom, pick out a fish laying on the bottom and tell you its size — all at the same time.
Case size — 9.4" h x 14.9" w x 5.9" d, wt. 5.9 lbs.

	LIST	SPEC.	SAVE
GT-1202S	499.00	399.00	100.00



GEMTRONICS GT-1066 Straight line, white line depth recorder—white line circuits pick out fish lying on the bottom with vivid contrast on 6" wide recording paper. Three depth scales give readings in feet or fathoms 10 1980 feet.
Case size — 9.7" w x 13.2" h x 6.1" d, wt. 19.8 lbs.

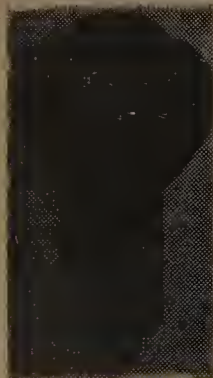
	LIST	SPEC.	SAVE
GT-1066D	1099.00	824.00	275.00



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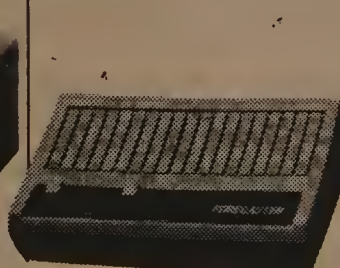
**NEW, IMPROVED
CERTIFIED FLOW-THRU
WASTE TREATMENT SYSTEM**



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Treatment Unit	16" long	8 3/4" wide	13" high	Weight - 13 lbs.
Control Unit	4" long	3" wide	7" high	Weight - 2 lbs.
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LIST	SPECIAL	SAVE
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"... rather very special guy..."

The following article was sent to us by Andrew Urbanczyk of Montara. In June of 1977 Andrew departed on his "Trans Pacific Expedition", a 13,500 mile singlehanded voyage from San Francisco to Japan and back. His boat was "Nord III", an Ericson 27 just like hundreds of you own here in northern California.

Andrew's 49-day passage from Yokohama to San Francisco broke the old record of 93-days, held by Kenihi Horie. Next up for the 42-year old engineer is a small boat circumnavigation.

What follows are Andrew's views on singlehanded, views which somehow manage to encompass such wonderfully diverse topics as liferafts, physical fitness, flying virgins, dirty money, sex, Zen, television and much more.

English is not Andrew's first language, it's probably his fifth or sixth, so some of the vocabulary and grammar is original. Andrew asked us to clean it up, but we figured such editorial pasturization would do nothing but denigrate Andrew's refreshing journalistic smash. Here it is, the unabridged Urbanczyk!

Looking for the will and ability for sailing singlehanded of a particular person we must go so deep as to the mystery spiral of DNA molecule, a determination of a man's structure and behaviour. But probably as the genetic is proving our background play same roll of importance.

Analysing my past, I remember that during bloody years of World War II in burned and ruined Europe I was often compelled to spent as only a 7 year old boy several days alone in securely locked house. I played alone, I cooked alone and I cried alone. During nights when the moon moving through the cloudy sky sent scary reflexes and shadows, extremely afraid I kept our tabby-cat so close to me that he screamed from it.

I started to sail in the Eastern Europe in so called Socialist

Countries where the only way to the ocean, to sailing, is not to possess the ship but to have the ability to sail. Crew positions were limited, sailboats were only for the best from the best. So I had to be one of them, I worked hard, studied navigation and oceanography and trained as well judo and diving. Soon I found that even in such big crews as 15 peoples on a 20 meter schooner ATOL, I was the fastest, braviest and most resistant to fatigue.

After passing government examinations I became Licenced Captain and later sailing on big yachts in hard competition I found that I am better cook, better sailmaker, better helmsman than my specialized crew. At this moment for the first time I got the idea for singlehanded: "I do not need them. They can



Andrew Urbanczyk on the cabin sole of "Nord III", his Ericson 27.

stay home, because regardless of all, I am doing most of their duties anyway, especially in a heavy weather."

I started to read all available literature about singlehanded, reports of singlehanders since Slocum, Pidgeon and Gerbault. After several years I knew enough to write "Lonely Voyages" – the history of singlehanded. The book describes 120 voyages and contains many drawings, photographs and diagrams and, most important, all available references.

"Lonely Voyages" were published in numerous countries including Japan and ¼ million copies in Russia (3 editions). Unfortunately my efforts to publish "Lonely Voyages" in USA were without results, I asked 50 editors and all informed me that they do not expect any bigger interest for such a book in this country ...

If we are talking about USA and singlehanded. Do you know who was the first man who crossed ocean (Atlantic) alone? He was American, his name Alfred Johnston and the year was 1876.

Before I decided about my solo Transpacific Expedition I logged over 25,000 miles including famous raft (NORD) expedition and Atlantic passage in a rebuild lifeboat NORD II.

On the next pages I will explain my experiences from the Transpacific Expedition which lasted over one year, how I view singlehanded and its myths.

The form of my narration is sometimes very facetious in style, but behind this I am extremely serious and all is based on rock-solid facts.

– andrew urbanczyk

RATHER

01. RATHER VERY SPECIAL GUY...

An singlehander must have some substantial characteristics. He must be strong, very healthy and he must know his matters excellent, that is if he does not want to take the risk to be involved in something very difficult, very painful and obviously very danger. May be not everybody will agree with me, but I believe that he must be a perfect swimmer and diver (he must often save stuck anchors, lost equipment or even fight for his life). He should be also a mountain climber (sailing back from Japan through the rough northern route I climbed the mast 3 times because of rigging failure). Some judo, or better karate or kung-fu is very helpful (remember—harbors).

02. GOOD LUCK

Singlehander must be a man of "Good luck". He must be a winner, enthusiast, selfstarter and aggressive in nature. Talking about "good luck" I am not thinking about such mickey-mousing like astrology, lucky numbers or other senseless ideas. About astrology. My wife Krystyna (sailor and former basketball star in Europe) is a twin, but I never have seen two so different persons as she and her, born in the same month, day and hour, sister.

Luck is nothing more as a composition of specifics in a man, like good vision, good balance, health, mental abilities, self confidence and good judgement. Losers are always people with some bad (mental or physical) symptoms as lack of fast orientation, wrong calculation, often diseases etc.

For much more adequate sources please check "The Luck Factor", Max Gunther, McMillan Publishing Co. 1977.

03. BOAT

"There are not big or small boats. There are only good or bad boats." Asked by unlimited amount of people in USA and Japan if I am not afraid to sail only 27' long boat (really the boat was only 26' and some inches long, but the company describes her as 27' long, what is a simple falsification). My answer was: "Dear friends, there was only one unsinkable ship in the history. The TITANIC. And you know the epilogue.

There are safety kayaks (Hannes Lindemann crossed twice Atlantic in a kayak in 1950's) and unsafe cruisers. The dimensions have very little to do with "seaworthiness". From my experience I found, that the length limit of a well designed and build sailboat for ocean cruising is about 25' LOA + 5'. Certainly, we are not talking about some especially difficult sailing, about "side orders" of singlehanding like Cape Horn passage, or round Antarctic voyage (Levis on ICEBIRD 1973/74), or non stop races around the world.

The ocean is always stronger — this is a rule of thumb and the sensible priorities for a boat are: it must be 1. safe, 2. fast, 3. comfortable. Not the opposite!

Before I chose a boat I checked over 25 types in all dimensions. I bought the strongest yacht and reinforced her, regardless, with additional shrouds, forestay and backstays, which I used in heavy storms.

04. ENGINE (OR RATHER NO ENGINE)

With my highest respect for all engines and their inventors, I would like to explain the following statement: I have nothing against engine in a sailboat, but only if we remove the word "sail". This is not a strange idea, this is a must. It is because according to the International Regulations (Paragraph no 1 c IV) a boat which uses an engine, regardless carrying sails or not, it is a motorboat.

Glider with engine is no glider, swimmer with ring is no swimmer, boat with engine is not a sailboat.

Often people will argue, that engine will save your life. Yes it is 100% true and for this reason I recommend buses, jets and cruisers. An engine is obviously an artificial limb for handicapped sailors. Handicapped by their lack of seamanship and knowledge of basic navigation, meteorology etc.

Other example: during races a boat with engine has significant superiority over other boats. The presence of engine (even if not used) is giving the skipper the possibility of taking much bigger risk while racing, "because if something goes wrong I can use the engine and save my boat" as one "sailor" puts it.

Slocum, Pidgeon, Gerbault, Vitto Dumas and many other sailed around the world alone without engine. Not only their boats had no engines, but they were masters.

05. RADIO (OR RATHER NO RADIO)

As the boat with engine is no more a sailboat and for this reason does not interests me, the sailor with radio is not a singlehander. How can he be alone if at any time (or close to it) he can ask for example the sailmaker how to fix broken sails, the meteorologist what means if the barometer is going down, talk to the physician, priest, lawyer or others. No doubt, you know the story about 1978 OSTAR when the navigation instructions, prepared in England by a computer, were sent to "singlehander" Geoffrey on THOMAS LIPTON. Now these tricks are illegal. Good! But OSTAR organizers, could you tell us please, how to control over 10,000 transmitters all over the world?

As reported Chay Blyth in his account from singlehanded voyage on DYTISCUS he spoke each day with his wife and cried. I think it is very nice to love somebody so much, but probably it is not necessary to sail alone if there is no ability to do this...

The exception: emergency radio. Life is too precious to be exposed to too big, not necessary, risk. For this reason emergency (one way) radio is a must. NORD III was equipped with singlehander.

Remark: Sailing with an emergency radio we are sailing in different conditions which are not comparable to the voyages of Slocum and his followers. Even if we don't use the radio, the awareness that it is there gives us completely other feeling and coverage, because we feel safe.

06. LIFERAFT

Probably everybody will agree with me that a liferaft the

same as a radio is the must. Even the very first singlehanders had some lifesaving devices such as dinghy or a byboat.

Because of present advanced technology the self inflatable rafts are much better, much safer and of course for this reason our voyages are much less dangerous than they were hundred years ago, when the whole story of singlehanded started. We must remember about this and respect it. Joshua Slocum accomplished his circumnavigation without a radio or liferaft. And he was 55 years old.

P.S. Because of some special circumstances I did not have a raft in my singlehanded transpacific expedition. Which is of course unforgivable.

07. ONE THOUSAND AND ONE ITEMS . . .

Going over all lists of equipment: Navigation, Hardware, Food, Kitchen, Signalization, Emergency, Accomodation (from towels, paperbacks to spare batteries for 7 cameras) there is unlimited choice of quantity and quality.

Famous Japanese sailor Kenichi Horie, a friend of mine, in fascinating book "Kodoku" (Loneliness) said: "A good sailor is a sailor who accomplished most using smallest resources." This fits my point excellent and all I would like to add is Einstein's sentence "All things must be made as simple as possible . . ."

I believe very, very much in man and very little in equipment, especially sophisticated and not absolutely necessary one. For facts check point 25. DAMAGES. And more, I believe it is better not to take a refrigerator, electronic watch, radar, microwave oven, waterfall and TV then be frustrated and what is very important be exposed to dangerous situations because of their failure.

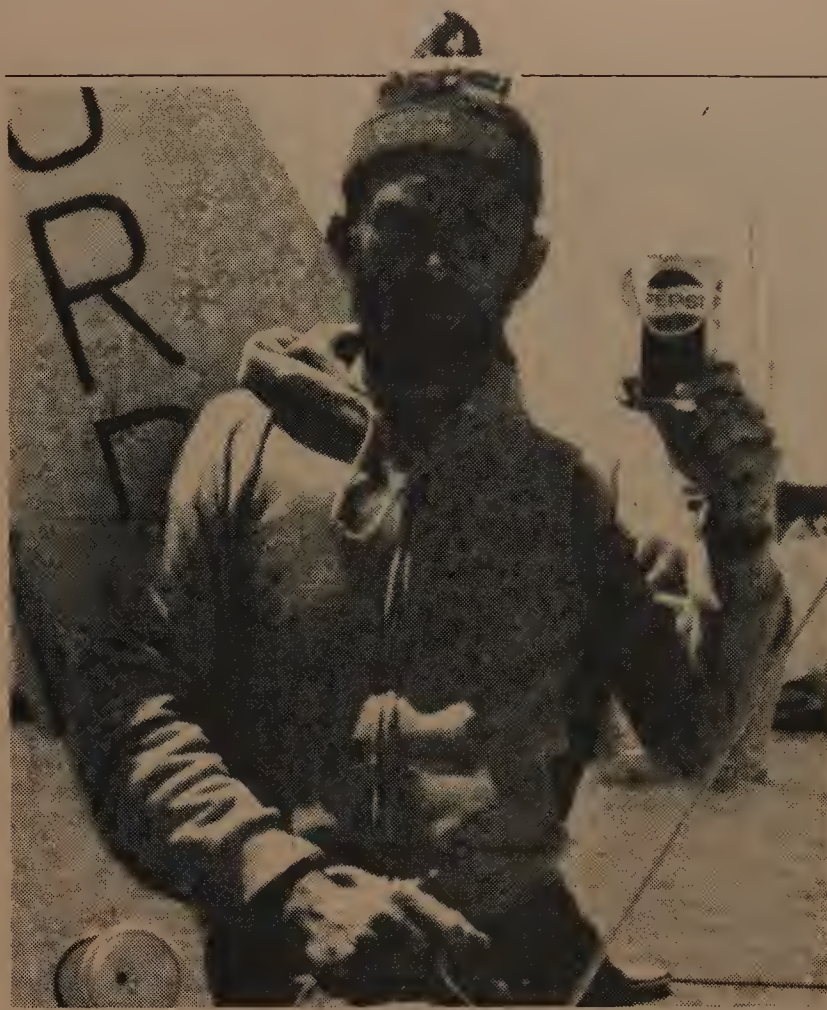
No friends, I am not a nut, "california fruitcake" or anti-technical maniac. As an engineer and MS in physics I admire technology and just for this reason I do not like (as says a Russian proverb) "use cannon against ants."

If I shall plan to "sail" to the Mars I will take computers, radar, radios and pressured oxygen, because without it I could never reach the harbor of destination.

But for sailing through Pacific I chose old brass sextant, my wife's Microma watch (unfortunately), Orion compass plus two handbearing, pocket RDF (from Davis Instruments Corp.) which proved as a fantastic devise, tape recorder, 8 mm camera (check under '27. TELEVISION), several photo cameras, small alcohol stove (never more), 7 sails including two custom made storm sails, rubber dinghy, big well equipped "emergency bag" (I hate the name "panic bag") . . .

A cat (1.5 year full male "Cardinal Virtue") and a figure of meditating Budda (look under 24. CAT and under 17. ZEN), weights for exercise, 10 prepacked plastic bags containing one shirt, blue jeans, one set underwear, pair of socks (some of my clothes were bought for pennies in "Salvation Army" stores so I could just use them once and discharge, saving on laundry).

I loaded on my boat over 100 tools including a torch and rivett. It is easy to agree with me; where are enough tools there



"It is better to resign then beg through advertisement for \$1".

RATHER

can be done almost everything, even radio tubes, sextant or wind generator. If I could I would have taken a welder and even a lathe. But I resigned because of . . . financial shortage.

In contrast to tools I took only one fork, one spoon, one pot, one mug (most of singlehanders had at least 5 of each item.) Asked, what will I do if I lose a fork for example, I answered: "same what a sailor who took 5 and lost them 5 times." Interestingly, starting from Los Angeles I had several glasses for a kerosene lamp and in first 3 days I broke 3 of them. With only one (the very last) I sailed one year without breaking it, I think because I had only one!

The food was also as simple as possible. As a non smoker, non drinker and almost a vegetarian I preferred canned soups and vegetables, dried fruit, brown sugar, heavy, black hard like a stone Russian bread, halva, milk, rice, potato, coffee and lot of fresh fruits and vegetables including garlic. Many cans of coca-cola, my most favorable drink, and of course two big bags of friskies for "Cardinal Virtue."

Did I forget something? No, nothing. But later I found that it would be good idea to have a big bag for shopping, little bicycle and some instrument to play music; guitar, trumpet, drum or even whistle . . .

08. PHYSICAL FITNESS

Because of various medical opinions about my health I didn't have medical examination before my voyage. In spite of my very low heart ratio (50 per minute) the doctors still give various diagnosis. But I feel great, healthy and strong. Because of our preparation to climb Mt. Shasta, I jogged with Krystyna at least ½ hour every day while continuing my, unbroken for 25 years, 1 hour exercises. We ascended Shasta up and down in only 12 hours.

In preparation to the Transpacific Expedition I also played soccer and fought judo at any possible occasion.

Lot of advanced and very interesting facts about fitness some can find in Aldrin's "Carrying the Fire" and Collins "Return to the Earth" which I think are really best source. Although sometimes so strange as the theory that man has precounted the total amount of heart beats and like an engine when he does his last beat he will die. So the conclusion should be not to waste precious beats in jogging, swimming, sex . . .

What I am sure about is that a sailor needs a lot of exercises while sailing. The legs and other parts become weak and after weeks at the ocean the sailor often can't even walk without difficulties.

09. SELF-STEERING DEVICE

As explained in "Selfsteering Devices for Sailing Crafts" there is almost unlimited amount of dollars involved. The SSD are priced from \$1.00 to \$1000.00 and more. The SSD are not necessary better when they are more expensive or sophisticated.

I have big objections (based on failure analysis in the last 3

OSTAR races) for long, deep, rudder blades — they are very fragile and defect in heavy storms.

NORD III had extremely simple (remember Einstein!) device from plywood 5 sq. feet vane and strings connected to reverted tyler (no "cross pulleys" necessary). It did fantastic job working excellent in winds from 2 degree B to 8 degree B without a smallest failure. I gave my selfsteering device a nick name "Don Pedro". SSD are the best helmsmen, better, more intelligent than the average 'real' helmsman. It is quiet, never tired, never hungry. Inexpensive, independent and sea sickness free.

10. ILLEGALITY OF SINGLEHANDING

Yes, singlehanded is illegal. Regardless how big a shock this will be to newcomers, the experts know how things are going. Regardless how many hours a singlehander is able to stay on the deck, he must sometimes take a rest and sleep. During this time his boat is running without control what is against International Regulations (part C, rule 27). Because it is obvious that at this time the singlehander's boat is "a vessel not under command or (is) Restricted in Ability to Maneuver . . ."

The only one sensible solution is to give for such boats (but only when the sailor is "off duty") right of way. Absolutely, even before any other sailboats.

This is why I proposed two years ago through 'Sail' magazine a sign for singlehanders (a "single hand" — painted in black on the main sail of the singlehander's boat) and a special light "not under command" to carry at night.

Sailing alone through thousands of miles on the open ocean I never carried any light because of technical difficulties and also believing that so small lights are invisible to big ships, especial when the ocean is rough. I did so also, because according to my experience and to the probability theory I am sure that the whole risk of such a decision was on my side.

11. PLANNING THE VOYAGE

It is obvious that oceanic voyage cannot start at any given time or in any place with a complete free choice of destination. Such voyages always ended in disaster.

After years of studying pilot charts, boat charts, ocean routes, etc. I prepared the schedule as follows: I planned to start from San Francisco in the very best time that is in July and after 30 days of sailing, NORD III should reach Hawaii. While waiting for the end of summer typhoons at Philippine Sea, I shall sail with Krystyna to all Hawaiian Islands doing diving, backpacking, movies and some research. In the very beginning of October NORD III will start to the next leg, to Japan through Wake, covering 4,500 miles in two months.

The period of cold and danger winter storms I decided to spent in Japan waiting 5 months for a small "window" between winter storms and summer typhoons. During this time I planned to work in electronic business, practice judo and increase my knowledge about Zen. Krystyna will join me for at least a month for extensive traveling through Japan.

In the first days of May, NORD III will start to the back trip

at least 5,000 miles non-stop sailing through northern route. The approximately time: two months.

It is extremely difficult to coordinate such a long (in time and space) travel and at the same time benefit from best currents, winds and weather. Fix free time, finances, needs, dreams and possibilities. But it is something very basic to have everything planned just right. It is also important to be on time, if not the whole voyage schedule would be ruined . . .

Planning my voyage was a very hard work and also very time consuming, but finally the results were fantastic. I arrived in Honolulu after 24 days sailing (planned 30). The 4,500 miles from Hawaii to Tokyo I made in 45 days (planned 60). The voyage was so fast and perfect that I stopped for 2 days on Wake and 1 day in Iwo Jima to avoid the possibility of running into typhoons. Regardless I made it to Japan 8 days too soon.

Sailing home we covered 5,000 miles in 49 days (planned 60) setting a new record (for example Horie sailed his little MERMAID for 93 days — a good result, and other sailors average 120 days . . .). And my 27' long NORD had no fancy racing equipment even not a spinnaker.

Once again planning is essential. One hour over maps can save one day at the ocean. One day off schedule can ruin the whole voyage! Please remember!



"I took only one fork, one spoon, one pot, one mug . . ."

12. ANALOGY WITH ASTRONAUTICS

Yes. Long ocean voyage is very much like a space travel. You are sailing your "capsule" and everything is in your hands. You have your own water, food, medical, technical, and other supplies and you depend on them. You can't go wherever you like, you can't start whenever you want. Everything is "pre-fixed" by winds, currents, sun and moon. If your "spacecraft" cannot start at the right time with the ebb running out from Golden Gate your schedule is broken and like a rocket you must wait for next right time.

The same as in space travel, landing is most dangerous and most controlled part of a voyage. So we must remember, as the astronauts, when we got the lift it is too late to go back for some additional equipment. As an ancient Roman said "Omnia mea me cum porta" — all my things I am taking with me. So before the start, check over and over all the lists.

13. HEAVY WORK

Certainly in the past was time when singlehandlers were heroes. Even today, because of bussines involved, some of us become (more or less justly) populâr or famous. But generally in my opinion singlehanding is no more a heroism. But, and this is absolutely true, it is a heroism in the area of hardworking. You are working 2-3 times more than regular crew and your stress is enormous big. You are a captain and navigator, cook and helmsman, bosun and sailmaker, sometimes journalist or movie-make or either. And you are taking also financial care to push and push all affairs so the boat will sail forward. . .

RATHER

Your watch lasts 24 hours for months. The daily noon sextant reading, toothbrushing, tape-recording, physiological needs, cooking — you have to do as if on flying trapeze where not only you, but also your cat and every smallest piece is flying with you, creating something the astronauts call “dynamic mess” . . .

The hard work doesn't stop in the harbor, here you start heavy battle for financial, material and other vital supplies. This is singlehanding . . . Titanic, unlimited work. Tyranny of work. Labor camp on several square feet.

14. STYLE OF SAILING, MOMMOTHS, BUSSINES, MICKEY-MOUSING

From the time when sailing vessels were no more the fastest way to pass the ocean, there was no sense to fight desperately for their speed. Who is in hurry can take TWA or SAS (champain, movies and stewardesses). The present trend to spend millions to produce a little faster “floating saucer” is the best example of a purest nonsense. Let say (this is an example from my book “Famous Raft Expeditions”) that we have one million dollars which can be spent in two ways. First to build hundred of good “regular” sailboats and letting them start in races with 100 sailboats x 5 people crew what is equal 500 participants. Second way — to produce 10 expensive, mickey-mouse equipped (cours alarm, hydraulics, sofisticated navigational equipment etc.) boats. Here can participate only 10 boats x 5 sailors = 50. This way we took racing, sailing, fun from 500 people — 50 people = 450 people. The biggest joke and comedy of those two races, for 100 and for 10 boats is that in both races the same crew will be the winner. The best crew!!!”

For this reason I am against big, expensive boats. Behind those mammoths, in their shadow, there are hundred of young people deprived from “beautiful world of sailing”.

I hate them all. The sticky bussines is trying to glue their hands to sport. What chance do I have, poor Andy, sponsored by wife versus multi-million company jockeys? For them broken mast means only replacement, for me financial ruin. And we call this “spirit of sport”. “Fair play”?

This is why I can't take as big risc in races as sailors who are sailing producer's boats. Simple, because I risc too much.

Equipment in its sofisticated and various amount ruined sport completely. Fiberglass, tartan, super rubber, super shoes, super skies, super-duper . . .

In 1936 on a “regular” track in Berlin's Olympic Games Jessie Owens run 100 m. in 10.2 sec. Today “masters” are doing this in 9.8 sec. on tartan using electronic blocks, super shoes, super money and super drugs. Does anybody think that they are really faster than Owens? If the answer is “no” we must also agree that we are completely brainwashed by mass media and sticky business.

If advanced boat in OSTAR is equiped with hydraulics, computers, electronics (big enough to load average factory) the sailor is something we could call “unnecessary addition”. He becomes more unnecessary with more equipment the boat is

carrying. So unnecessary that he could stay home and race the boat by radio as a “guided missile”. It works!

15. INFANT MORTALITY THEORY

For reasons listed above I am against sofisticated, expensive equipment. This is only kind of a “death run” if we all are going to use course-computer, or not fair if someone can't use it because of financial difficulties. But I also don't like sofisticated equipment because of its permanent failure.

We know from the medical statistics that the most dangerous is the very first day of our life. Most of us die in the first day or days. If we survive, we have big chance for longer life.

The same is with technical problems: if a bridge can “survive” the first train, a roof the first storm, a motor the first ten hour of fun — the future looks fine.

In the area of sailing each year there are hundreds of “fantastic”, “miracle” or “unusual” devices. I'm sorry to say but most of them are junk. Only something what was tested for years, what worked for months without failure is worth to take to the ocean. In the chapter 25. FAILURES I listed some of “fantastic devices” which defected during my sailing. And once again: it is better to start without RDF and be prepared for the consequence than be suddenly faced to its failure in a danger situation.

16. FEAR OF DEATH

Certainly we all are more or less afraid of death. Were you afraid of death? — was an often question while I lectured in USA, Japan and Europe. Not necessary. I was afraid. I was very much afraid. But this was not fear of death. I was afraid about my boat, about my voyage, about my sailor's pride. When I passed in stormy weather tiny reefs of Kazan Reto my hair became gray in just one night. I was unable to eat, to sleep. It was because of fear. Simple human fear. But basicly I can't say that I was afraid about my life. There are two kinds of fear for death: biological (like fear for fire, water or snake) and intellectual “if I shall be dead all my activities will stop”. And I think this kind of fear is deeper, more difficult to overcome and to understand. References: “Asimov the Writing Machine” by James Lincoln Coliers.

17. ZEN

Reading many books written by singlehanders (about 50 volumes) I found them all as very spiritual persons. William Willis, Lindemann or Caldwell are fantastic people and they are my guides.

Myself, I am a very sceptic man, and I believe and understand what I can see, touch and check three times. I discovered “Philosophy of Zen” which I found as very materialistic, very scientific and attractive idea. I practice Zen (moderately) for years, and I believe that it is perfect way for self development.

Spiritually and physically.

Do I believe in reincarnation? I don't have the answer yet. As a scientist I know there is reincarnation, understanding it as a circulation of elements in our body. And there is no discussion that after death we are going to live again as cats, dogs, rats, or cucumbers. But is our spirit immortal? Do we have a soul other than movement of electrons and ions in our brain? Much more involved scientists have only one answer: "we don't know, as yet . . ."

18. WIFE

It is really not necessary for a singlehander to be married. More, better is to be alone and free. Family, children are like a heavy anchor and very often we are too weak to lift the weight up. Lot of old people can tell you such stories as: "Well, I planned to sail around the world singlehanded. But I never realized them, you understand: marriage, love, kids, than again love . . ."

No, I don't understand. If love was stronger than the call of the wind and he decided to marry — he made the right decision and is no sense to talk about something so insignificant as "pipe dreams" from the childhood.

Nevertheless, I am married. More, without Krystyna's help, my voyage would probably never finalize. When I asked what she is thinking about me taking one year off and sail alone, she said: "fantastic, you always dreamed about something like this". When I discussed in a phone conversation the price while buying the boat, she encourage me and helped to make the decision. She kept saying: Go! Go! Go! and this was fantastic.

She helped me all the way. By preparing lists of equipment, taking care about medical supply, she sent me money from her salary when I needed it. Her letters were like red carnations on the gray, cold sky in Japan.

But we have no children. But we were married after 5 years of extensive "all breaking" love and for me Krystyna is not just a wife, a mistress, a friend, but first of all a human. And I hope she feels the same about me.

19. THOSE DIRTY MONEY

How much did such a voyage cost you? Probably a fortune? True or false? False. My one year long voyage cost me nothing! The boat was after my long sailing trip in better condition than before, because I made so many improvements. I sold her for more than I paid. Going Horie (or Urbanczyk way) and buying only the most necessary equipment I did not spent more than several hundred dollar, and I will use the equipment in my next expedition. The food and clothing one must buy regardless in San Francisco or Tokyo and if some places are more expensive it could be taken as "Tourism expenses." Also I sold few stories about my voyage, mostly in Japan and Germany (less in USA), and this covered all expenses.

How much money I "lost". O'boy, rather don't ask me. Here



"Who is in hurry can take TWA or SAS. . ."

RATHER

comes the full size disaster. Because "gentlemen never talk about money" and I hope we are gentlemen, I would only tell you that it is easy to compute my losses multiplying 12 (months) by average income of a process engineer in the electronics.

But believe me, everything what I gained during my 12,500 miles of lonely sailing on the immense ocean under the sky full of stars and under the sun, what I saw during two months of sailing and diving together with Krystyna in Hawaii, what I learned in Japan in 5 months of my stay there; is worth 100 times more than my 1 year salary . . .

20. LONELINESS

I never feel alone. I enjoyed to be alone so much as I enjoy to be not alone. I love people. But loneliness was never a bigger problem for me. And also please remember that while sailing with a CAT he never makes you feel alone. You can speak with him, discuss important matters, even play chess.

I took many books I enjoy read ("Doctor Zivago", "Sinuhe — The Egyptian") plus unlimited paperbacks and tons of Sunday issues of "San Francisco Chronicle" which I had no time to read before. I also took some tapes with music and stories. My "office" even a typewriter and I typed over 500 pages of my stories, letters and the most recent book "Holding sextant in my teeth".

No, I was never alone. I had so much work, so many duties and interesting activities that I had no time to be alone!

21. SEX

Yes, sex is probably the hardest part of singlehanded sailing. Cold, hunger, tiredness are something what I could sustain. But missing the opposite sex . . . For me this was a true nightmare and since the start I dreamed of all girls from the whole universe I had, knew, saw and more, and more . . .

I was smart enough to discharge all "Playboy" magazines and similar gifts from my friends. Extensive gymnastic, night shifts, reduced limit of food obviously give possibility to take things easier. But it is still not easy at all.

22. SHIP, SHIP, SHIP!!!!

Do not believe in this! Just another false account of true situation. Ships at the ocean do not care and are generally not interested in yachts. 27' long NORD III was passed by over 10 of them in the open ocean and no one changed course, even 1 degree.

Was I upset? No, I was not. Hannes Lindeman, the German who crossed Atlantic in a canoe and in a kayak says in his book: "Only very bad sailor asks ship for water, food or position. It is a shame to do this."

I think he is 100% right. And in all cases when big ship passed little NORD III without sign of interest, I took it as a

kind of respect. I hope that all those Captains were thinking: "Look, such a small boat and everything looks perfect. This must be a really good sailor. He knows what he is doing. There is no sense to disturb him. If he is in trouble, he will know what to do . . ."

So why I read in all these books that ships even changed their course to stop close to the yacht? Nothing special. Author is not a liar. The ships really stopped. Only the author "Forgot to tell" that he used red flares, radio or other distress signals . . .

23. UFO, ESP, KILLER WHALES, FLYING VIRGINS, ETC.

Another breed of mickey-mousing. Sailing total 40,000 miles I was never able to see any from those thrilling phenomena. Certainly I saw sputniks, falling stars, meteor balloons, even comets. But my boat was never surrounded by whales trying to drink my blood, sharks dreaming about my heart, virgins looking about my virginity (?) and never I had mystery contacts with MM or BB.

In fact I did see a lot of dolphins, porpoises, some times even sharks and rare whales. NORD was visited by VP (Navy planes) and one old bird. He slept in the stern pulpit and sailed with me almost the whole way from Hawaii to Japan . . .

From where all those guys got these curious things? I do not know. My idea: nothing brings UFO and ESP closer than LSD and C₂H₅-OH.

24. CATS, PARROTS, ELEPHANTS . . .

It is great to have any animal with you when you are thousands of miles off shore. I decided for a cat because of its unusual spirit, cleanliness, good manners and small size. "Cardinal Virtue" gave me never any, even smallest trouble (except in the harbors). He preferred friskies over ham and liver, but a real feast was for him a flying fish. Because of spirit of Zen I never kill, so when a flying fish fell on the deck it was returned to the ocean. But at night when I slept (and NORD III rolled fast the illegal way) the cat ate the flying fish.

"Cardinal Virtue" was not only my cat, but also best friend during this year, and I was always ready to jump overboard to save his life. It never happened because the cat was still on the leash. Reading Lee Graham's "Dove" I was very disgusted by the way he cared about his numerous coats. "I lost a cat again. He probably fell overboard at night". I hope that Graham now as an older person understands what life means, and he will never more repeat such mistakes.

David White took a little kitten while sailing alone to Japan in 1974, so did many others. What is my opinion? It is: "do not take cat to the ocean, or do so only if you must. If you love him so strong, so desperately that you can sacrifice everything for him and be ready to give him all. Because, regardless of our love for cats, we must remember that there are only several feet of free space on the boat and not necessary everybody wants to stand up in the midnight to fix his toilet (use pieces of

newspaper, not greenlitter if you have carpets) or to wash him in fresh water after he got a big spray of salt water."

25. EQUIPMENT FAILURE, TOTAL DAMAGE, GARBAGE...

I explained my policy about using only extremely necessary equipment, only extremely simple devices and also my objections for "new miracles". I took extremely good care about my equipment but several crucial items were broken anyway, which caused real hard time. But let go to the facts:

1. The main compass of NORD III, "Orion" had a leakage and after several days dried out completely so it was removed as useless. I had to do navigation for over 2,000 miles on the North Pacific using only hand bearing compass (2' 0 12.00\$).

2. The alcohol stove after generating several fires in the cabin fortunately "died" forever. Because of high cost of alcohol and extremely poor work as I also said in a TV interview, "I do not know what I shall use in my next singlehanded voyage. May be wooden stove, may be nuclear heater. May be just a box with red painted flames on which I shall keep raw potatoes and cold cans of soup. But never, never, never it will be an alcohol stove again.

3. Electronic digital watch "Microma". It stopped in the center of the ocean and because of previous radio failure cut me off from GMT. Explanation: Just before the start to my back trip I sent the watch to the producer for check-up and battery replacement. I also included a letter in which I explained for what I will use the watch. Information: I would like to inform that I kept it in a waterproof bag together with small silica-gel absorbent. The bag containing the watch was carried in a glass jar with watertight cover, which I never opened at the ocean. It stopped working anyway...

4. Water. I lost most of my water supplies (80%) from main plastic tank which holds 20 gallons. It happened because the tiny plastic pipe between the tank and the sink was cut by cans which were stored next to the pipe...

5. Radar reflector (heavy duty, aluminum) was blown away from the top of the mast like dandelion. To be fair, in this case I won't blame the manufacturer, but the winds...

6. The recorder is the last item for which damage I have to blame the producer. "The world's best" recorder, kept in a plastic bag with silica-gel absorber stopped to work also...

26. FAME, INFAME AND OVATIONS

If you want to be famous rape rather or kill and don't sail. Lonely sailing does not interest the public anymore. When I crossed the rough Baltic Sea, I became well known in Europe. But at first this happened 20 years ago, and second I was only 21 at this time.

Also if the voyage is made in good style the less the mass media will be interested. If the boat would be ruined, if there were several people lost at the sea, or even you would die—than it could be expected big attention and even TV interviews (look



"nothing brings UFO and ESP closer than LSD"

RATHER

27. TELEVISION). You can still expect some short notes in the local newspapers with all facts "twisted, bended and converted". Some sailing magazines may be moderately interested in your voyage if you did it in a fantastic or unique style, or if you are a very well-known person. . .

27. TELEVISION

Yes, you can be even sure that TV will cover 50% of your voyage. Why only half? Listen please: When I informed (through a big article prepared by "San Francisco Examiner") that I am going to sail alone a 27' long boat to Japan and back, almost all channels asked for interview. Having no interest in TV I rejected all except Channel 2 (for testing and this was a right decision. One year later after finishing successfully my single-handed expedition no single Channel asked for interview.

I was not upset, but very curious. And then one of my friends explained "They are not interested, because you did it in a good style". "Okay, but why were they so interested before I even started to my voyage". "This is easy to answer, if you were dead, lost, or whatever; your pictures would be worth a fortune . . ."

28. BOOK

Forget and once again forget. After Chichester, Levis, Knox-Johnston and Liskiewicz (first woman who circumnavigated singlehanded), you have no chances. There is not significant interest for such books in USA. Sorry.

I had no problem to sign contract for my book in Japan, in Germany even in Russia, but so far no one from 1200 US print offices showed the smallest interest.

But may be . . . if we can prove that we sailed round Horn nude in a sardine can, raping at the same time 12 little boys and working simultaneously as FBI agents, kept contact with UFO, used LSD and experiences ESP? There would be some slight chance for print. And certainly at your expenses . . .

29. DIGNITY

The lonely sailing is in fact our personal matter and if the mass media prefers murderers and crooks in their program it is their choice (not TV viewers).

For this reason I think it would be bad if we asked for donations, help, food or financial help. Such efforts are in 99% resultless and all what we are taking is trouble, effort, shame and frustration. It is better to resign, then beg through advertisement for \$1 donation. The same with TV, newspapers and other mass-media. Do not ask companies for donation. Especially the boat producers. Nobody is more afraid about singlehanded than yacht producers. The reason: they are taking nothing if you sail their boat through the ocean and very much bad reputation if your boat is broken (see under 27. TELEVISION). So if you are dreaming about singlehanded remember you are a singlehander



"All things must be made as simple as possible."

just from the very beginning.

30. THE VIRTUE OF HUMBLE

Even if we passed Horn in the sardine can or Cape Agulhas in float PCV there is no reason to be proud. Only not grown up people, or people with limited imagination can say: "I defeated the Ocean". We should know that it is impossible to defeat the Ocean, that he is always stronger than we are. We can pass the ocean but never defeat it like we could never drink its water to the bottom.

When your boat is going to reach the harbor, even after the roughest passage, remember that Slocum and Pidgeon accomplished this when they were 60, Willis and Chichester were 70. That Lee Graham was only 21. Remember about Ann Davison (first woman who singlehanded the Atlantic), Sharon Sites (first American ocean going woman singlehanded), Liskiewicz (first woman singledhanded around the world). Remember now we have self-inflatible dinghy, EPIRB or HAM, canned chicken and coke, prepared rice and penicilin, RDF and computers. And the first singlehandlers did not have any of it.

When I arrived in Tokyo after sailing 6,500 miles, wet, after many nights without sleep, after sailing in unusual stormy weather blowing through Tokyo Wan my soul roared: "I accomplished this, I did it!" But I controlled myself (in the spirit of Zen) and said facing the Ocean "Thank you Pacific, Thank you that you let me survive. Thank you for not killing us even if not noticing this. Thank you."

RESUME OR FINAL CONCLUSION

Singlehanded is a risky game. It is expensive, danger, time consuming. But it is also fantastic. A lonely voyage needs excellent seamanship, health, luck . . . It is asking for everything and is giving nothing, at least in the area of material goods.

Is it a real necessity for sailor to sail alone? No, sure it is not. And even more, I do not recommend this type of voyaging for anyone. That is with one exception. If you feel you must do it. If you can't stay and can't live without it. If the "call of wind" is stronger than everything around you. Then go, go and do it.

But being a realistic person, remember you might lose everything in this game, you can't gain anything except satisfaction. Remember.

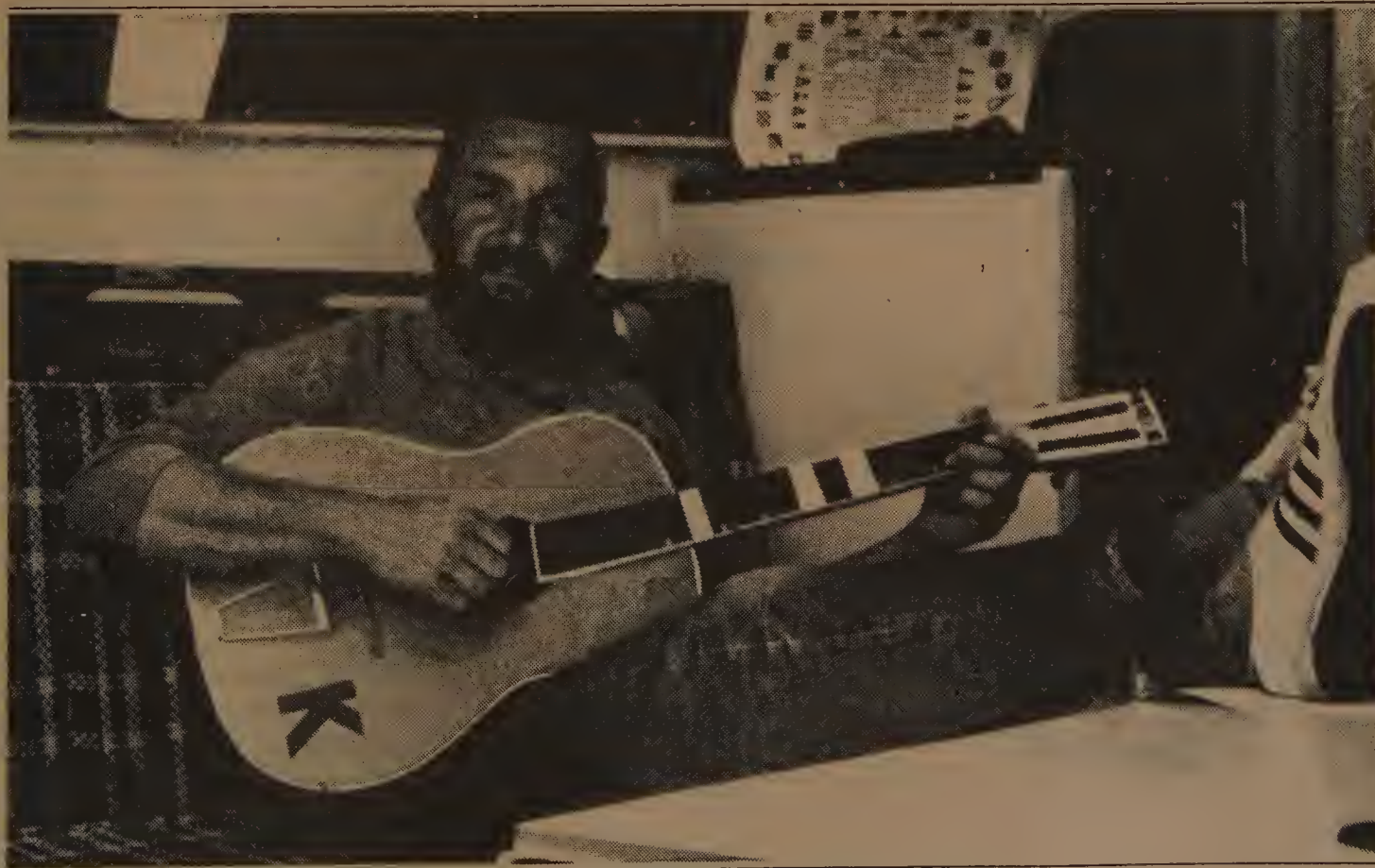
Is it worth to loose the job, leave business, and wife (be realistic) and sail alone through limitless oceans?

The answer is unusual simple. If the flashes of plankton

under the bow of your boat are worth more than the flash of gold, if the beautiful blue colour of the ocean is worth more than promotion, if the Stars and the Sun passing through the white tiny clouds are worth more than stock-bonds and options, than singlehanded is right for you. Only then. . .

Coming to the end of my "report" here is a little philosophy which I caught from the wind, spray and lights of remote stars and worlds:

"Singlehanded. What is singlehanded? May be this is only some attractive word for a very common and normal situation? Lets go deeper to the subject. May be all of us are singlehanded, lonely navigators? And the conclusion is, yes there are only lonely sailors. Sailing through the biggest of all oceans, through our own existence performing our biggest adventure: living our lives; yes finally we all are lonely navigators".



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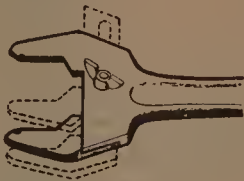


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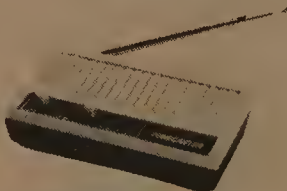


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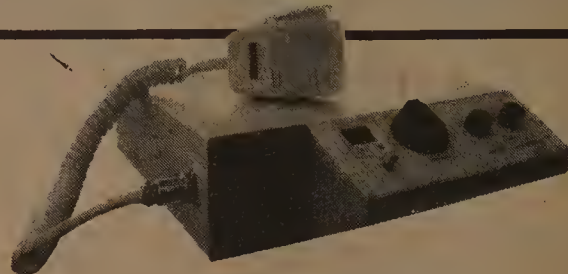
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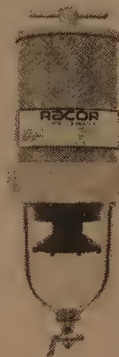
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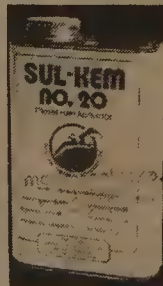
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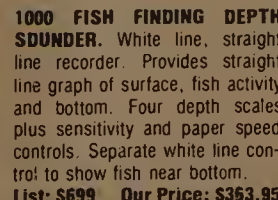
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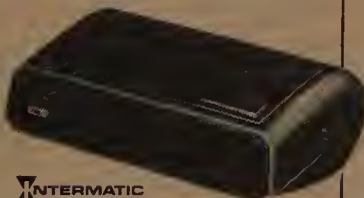
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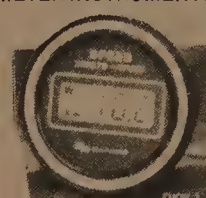
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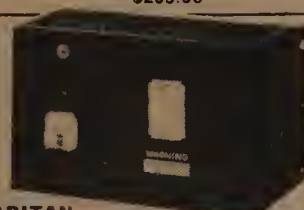


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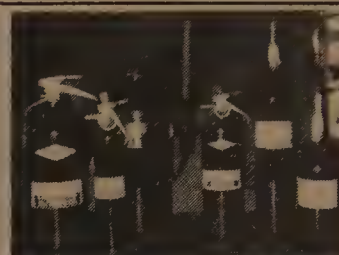


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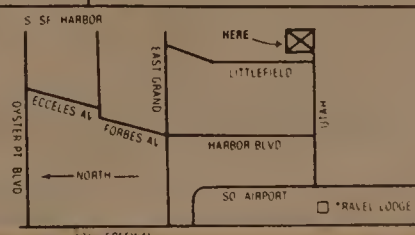


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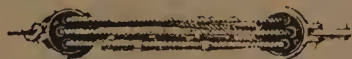
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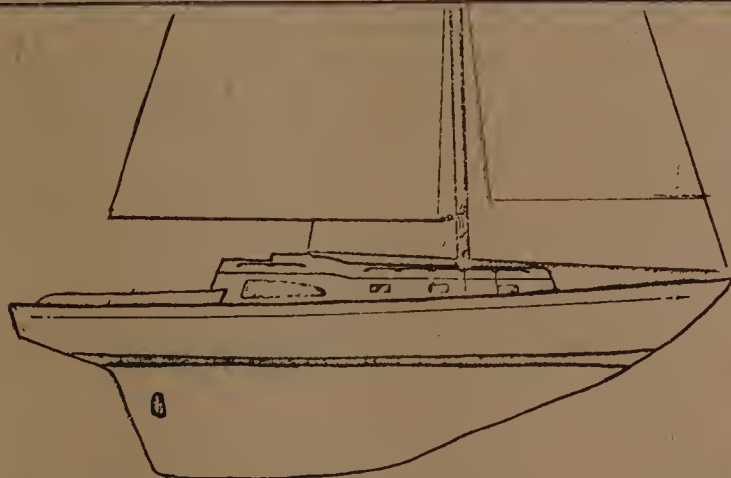


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This Singlehanded Transpac 'Big Boat' winner is for sale by owner/builder. DeWitt Sails, main with 2 reefs, 4 headsails, 2 spinnaker, Aries windvane, autopilot, 10 Barient winches, most self-tailing, propane stove with oven. This full keel boat has repeatedly proven itself as a swift and comfortable cruiser. Serious inquiries may be directed to Jim Gannon weekday working hours at 707-762-2865.

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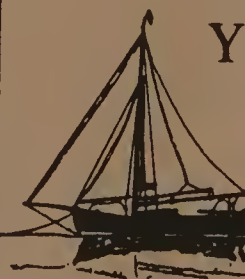
Selected Brokerage

23' Ericson.	\$ 5,500
24' Gladiator	7,500
24' Cal T-4.	8,500
26' Intl. Folkboat	13,000
26' SF Folkboat.	11,500
26' Ranger.	13,500
26' Columbia MK I	9,500
26' Ericson.	19,000
27' Tartan Yawl	19,750
27' Albin Vega	22,150
27' Catalina	17,000
27' Rhodes.	9,250
27' Santana	16,950
28' Triton	17,500
30' Bay Island.	36,500
30' Cheoy Lee Ketch.	31,900
30' Danish Molsr.	18,500
30' Alberg	27,000
32' Tahiti Ketch.	29,500
32' Block Island.	24,900
32' Danish Pilot Sloop	26,500
32' Monterey M/S, dsl	28,000
32' Atkins Ketch	35,000
32' Kendall Cutter	42,500
34' Tahiti Ketch.	25,000
35' Ericson MK I	35,000
36' Farr 1104	72,500
36' Peterson 1 Ton	50,000
36' Herreshoff Ketch.	30,000
37' Robb Yawl	39,000
38' Javelin F/G sloop.	39,000
40' Diesel Aux sloop	36,500
41' Freeport.	105,000
41' CT, Aft Cabin Ketch.	70,000
45' N.Z. Cutter	48,000
45' Garden Porpoise	50,000
45' Rosborough Ketch.	63,500
50' Garden Ketch.	115,500
56' German Ketch (steel)	150,000

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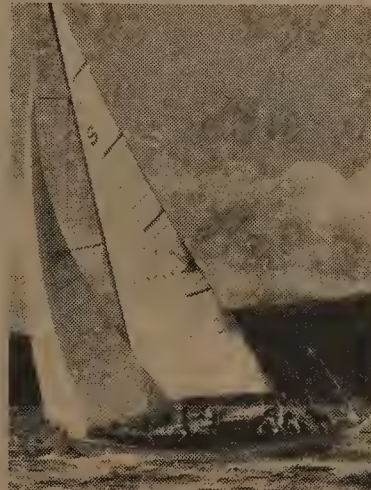
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- 29' Alden cutter, diesel, 1936, in great shape 22,000
- 30' Tahiti ketch, we have three at this time from 20,000
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32' CLIPPER MARINE	21,500	25' CHEOY LEE "Frisco Flyer"	10,500
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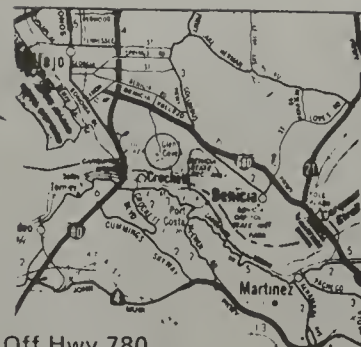
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37' GARDEN KETCH, 1965. Perkins diesel, D.S., VHF, A.P., Edson steering, dinghy on davits, windlass, 6 sails, very traditional. **\$52,000.**



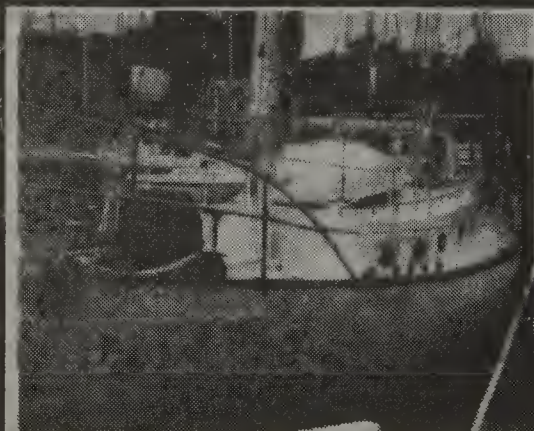
'41 GULFSTAR, 1974. Center cockpit, aft cabin with engine room. Quality throughout with U.S. construction. Refrigeration, Perkins diesel, 4 sails on roller furling, VHF, flashing D.S., recording D.S., apparent wind I., wind speed I., Loran, K.M., A.P., emergency tiller, canister liferaft, cockpit cushions, dodger, Bimini top, anchor windlass, etc. At our docks. **\$75,000.**



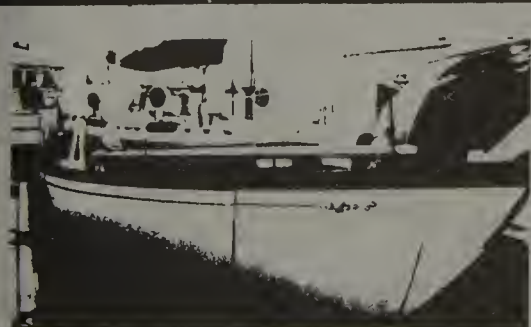
ISLANDER 28. 1975. Volvo Diesel, bow and stern pulpits, double life lines, Lewmar 40 sheet winches. She's clean with low hrs. on engine. Very realistic price. **\$27,500**

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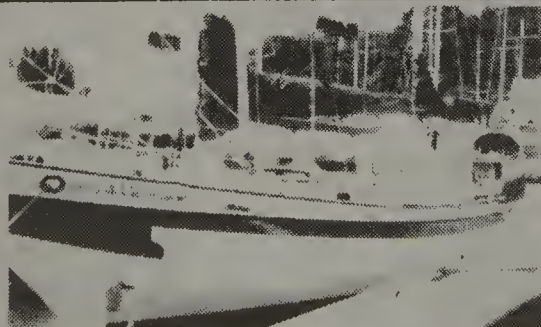
22' '74 CATALINA w/trailer	\$5,500
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27' '68 CHEOY LEE, diesel	28,000
28' '68 COLUMBIA, clean	16,500
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30' '76 C.M. SLOOP	12,950
30' '62 MOTORSAILER, diesel	21,500
30' '73 CORONADO I.B. Lectra-san	24,500
32' STEEL SLOOP	35,900
32' '76 FUJI KETCH	46,750
34' '61 NICHOLAS YAWL, beautiful	27,900
35' '73 PIVER TRI, diesel	Offer
35' RASMUS, diesel	55,000
36' '76 ISLANDER	58,500
37' '76 GULFSTAR	63,000
40' '68 GARD. KETCH, qual. cr. eqp.	77,850
45' '73 CRUIS. CUT., spec. con.	120,000



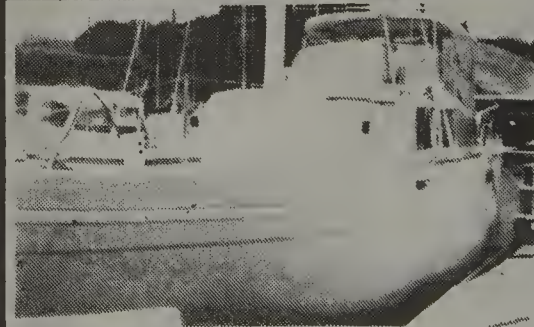
45' STEEL KETCH, 1947. Recent survey, bottom sandblasted, re-coated and checked. Rugged, heavy-duty boat for long-range cruising. **\$50,000**



CHEOY LEE OFFSHORE 40. Aft state-room, Perkins diesel, radar, autopilot, RDF, all new rigging in 1977, much, much more. **\$69,000 (sistership).**



40' GARDEN KETCH 1968. Perkins 4-236, 125 gal. fuel & water, Wood Freeman A.P., D.S., ADF, VHF, twin downwind poles, Aries vane, dodger, Boston whaler sailing dinghy. Set up for long-range cruising. Has over three pages of additional equipment and custom fittings. **\$77,850**



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This may be
your next boat!

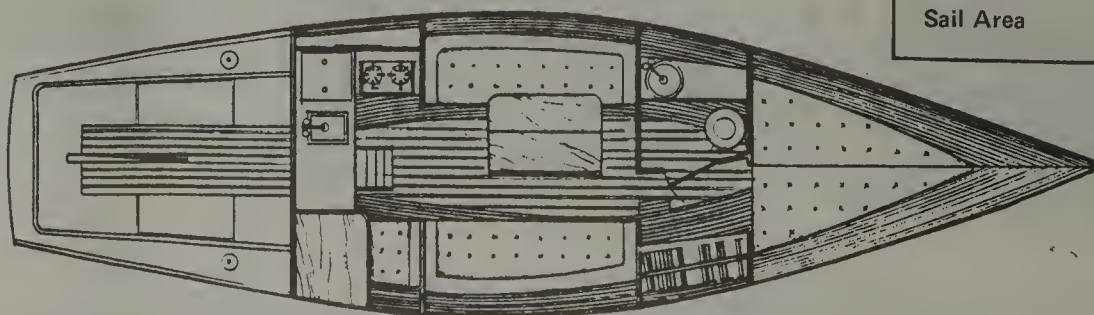
IF —
you love wood, but dislike
maintenance

IF —
you recognize quality
and can afford
the best

IF —
a smooth handling,
fast boat is
what you
desire

about

Constellation



L.O.A.	33'2"
L.W.L.	25'2½"
Beam	9'2½"
Draft	6'0"
Disp.	8375 lbs.
Ballast	4050 lbs.
Sail Area	427 sq.ft.